

3.6 Traffic

This section supplements the analysis of impacts to traffic in the Master Plan EIR (ESA, 2000; ESA, 2001), based on new information on estimated construction vehicle trips and changes in the construction approach for the pipeline in Eastside Road. The current estimate of daily construction vehicle trips is greater than what was assumed in the Master Plan EIR and could increase the severity of potential traffic impacts as evaluated in the Master Plan EIR. Master Plan EIR Mitigation Measure 4.7.2a required that alternate one-way traffic flow be maintained past the construction zone on all affected roadways during pipeline installation. However, now that construction of the pipeline has been evaluated in more detail, it appears that full closure of Eastside Road during pipeline installation may be necessary, which could result in a substantial increase in the severity of traffic impacts as described in the Master Plan EIR. Therefore, the analysis of these impacts is supplemented in this Draft SEIR. Analysis in the Master Plan EIR that does not require updating is not addressed further in this section.

3.6.1 Setting

This section describes the roadways in the Project vicinity and provides information on applicable local goals and policies.

3.6.1.1 Applicable Goals and Policies

The roadways under evaluation are located within Sonoma County and the Town of Windsor. The *Sonoma County General Plan 1989* contains several traffic-related goals and policies (Sonoma County, 1989). These include the following:

- Goal CT-2: “Provide and maintain a highway system capacity to serve projected highway travel demand in 2005 at acceptable levels of service.”
- Objective CT-2.1: “Reduce congestion on the countywide highway system by maintaining a "C" level of service or better on designated arterial and collector roadways” unless a lower level of service is designated for a specific road in the General Plan “due to environmental or community values existing in some portions of the County, or the project(s) which would cause the lower level of service has an overriding public benefit which outweighs the increased congestion that would result.”

The Town of Windsor General Plan contains the following traffic-related policies (Ogden, 1996):

- Transportation Goal: Provide an efficient circulation system to accommodate the movement of people and goods including rail, vehicular, pedestrian, and cyclist movement.
- Policy D.2.6: The Town should establish level of service standards to define the minimum acceptable operating characteristics for intersections and streets. (The concept of ‘level of service’ is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and passengers.) LOS D is defined as the minimum acceptable level of congestion for high-volume facilities such as freeways, boulevards, and signalized intersections.

3.6.1.2 Existing Roadway System and Street Classification

Several of the roadway types defined by the County and the Town are listed below.

- *Freeway*: highways that support regional and inter-city travel. The primary function of freeways is to move traffic (Ogden, 1996).
- *Primary Arterial*: a highway route that primarily continues the flow of local traffic. In a rural area a primary arterial has between two and four lanes. Primary arterials are between 60 and 86 feet wide. The shoulder of a rural primary arterial is eight feet wide (Sonoma County, 1989).
- *Boulevard*: cross-town streets that link neighborhoods, provide movement across town and connect to the U.S. 101 freeway. Boulevards are designed to carry relatively high traffic flows and may have multiple lanes (Ogden, 1996).
- *Rural Lane*: cross-town streets that link neighborhoods, provide movement across town and connect to the U.S. 101 freeway. Rural lanes are designed to carry relatively high traffic flows. These streets should not exceed two twelve-foot travel lanes (Ogden, 1996).

The Project area is bounded by Eastside Road to the west, Trenton-Healdsburg Road and Mark West Station Road to the south, and Mark West Station Road to the east (see Figure 3.6-1). Roadways in the study area that would potentially be impacted by construction of the Project are described below. Daily traffic volumes for the following roads can be found in Table 3.6-1.

- *Eastside Road* is a narrow, two-lane road that runs parallel to and east of the Russian River, with a posted speed limit of 40 miles per hour. Portions of Eastside Road lack a long line of sight due to some curves and dense foliage, and drivers sometimes exceed the speed limit. In the vicinity of the Project site, Eastside Road does not have a continuous shoulder. Eastside Road is a primary arterial north of Trenton-Healdsburg Road and south of Old Redwood Highway (Sonoma County, 1989).
- *Mark West Station Road* is a rural lane south of Eastside Road (Sonoma County, 1989). Mark West Station Road intersects Trenton-Healdsburg Road just south of Eastside Road.
- *River Road* is an urban minor arterial just south of Trenton-Healdsburg Road. River Road runs east and west intersecting Trenton-Healdsburg Road. River Road would potentially be used as an exit/entrance from/to U.S. 101 by construction workers and vehicles.
- *Shiloh Road* is a boulevard west of U.S. 101 and east of Windsor Road. Shiloh Road would potentially be used as an exit/entrance from/to U.S. 101 by construction workers and vehicles.
- *Trenton-Healdsburg Road* is a primary arterial that runs north of River Road (Sonoma County, 1989). Trenton-Healdsburg Road connects River Road with Eastside Road.
- *U.S. 101* is a freeway that is east of the Project area. During the construction phase of the Project, U.S. 101 would be taken by construction workers and vehicles. U.S. 101 connects to Windsor River Road, Shiloh Road, and River Road, which may be exits/entrances taken by construction workers and vehicles.

- *Windsor River Road* starts east of U.S. 101, intersects Starr Road and ends at Eastside Road. Windsor River Road would potentially be used as an exit/entrance from/to U.S. 101 by construction workers and vehicles.
- *Windsor Road* is south of U.S. 101 and Windsor River Road. Windsor Road ends where it intersects with Mark West Station Road.

TABLE 3.6-1
Daily Traffic Volumes

Roadway (Jurisdiction)	Roadway Classification	Location	Daily Traffic (vehicles per day)
Eastside Road (Sonoma County)	Primary Arterial ^a	North of Trenton-Healdsburg Road	1,960 ^b
		South of Old Redwood Highway	2,420 ^b
Mark West Station Road (Town of Windsor)	Rural Lane ^c	East of Trenton-Healdsburg Road	353 ^d
River Road (Sonoma County)	Urban Minor Arterial ^a	West of Fulton Road	12,353 ^d
Shiloh Road (Town of Windsor)	Boulevard ^c	West of U.S. 101	7,800 ^b
Trenton-Healdsburg Road (Sonoma County)	Primary Arterial ^a	North of River Road	1,480 ^d
U.S. 101 (State)	Freeway ^c	North of Shiloh Road	54,000 ^b
Windsor River Road (Town of Windsor)	Boulevard ^c	West of Windsor Road	6,700 ^b
Windsor Road (Town of Windsor)	Boulevard ^c	South of Windsor River Road	2,000 ^b

Sources:

^a *Sonoma County General Plan* (County of Sonoma, Public Works Department, 1989).

^b *Water Reclamation Master Plan for Treatment, Storage and Disposal Draft Environmental Impact Report* (Environmental Science Associates, 2000).

^c *Town of Windsor General Plan – 2015* (Town of Windsor, Planning and Building Department, 1996).

^d Fax from Steve Eldridge, Traffic Engineer (County of Sonoma, Public Works and Transportation Department, 2008).

3.6.2 Standards of Significance

The Standards of Significance are based on Appendix G of the CEQA Guidelines. Significant impacts could occur if implementation of the Project would:

- 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);

- Exceed, either individually or cumulatively, an LOS standard established by the county congestion management agency for designated roads and highways;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- Result in inadequate emergency access.

3.6.3 Impacts and Mitigation Measures

Impact 3.6-1: The number of vehicle trips in the Project area would temporarily increase as a result of construction vehicles.

Analysis: Potentially Significant

The estimated daily vehicle trips associated with construction are listed in Table 3.6-2. Assuming the worst-case scenario that all 110 daily vehicle-trips occurred on a single road to reach the Project site, the increase in vehicle trips on any particular road, as shown in Table 3.6-3, could affect traffic flow on Trenton-Healdsburg and Eastside Road. The movement of construction trucks would also result in short-term and intermittent reduction of roadway capacities due to slower movements and larger turning radii of the construction vehicles compared to passenger vehicles. To minimize impacts on area roadways, Mitigation Measure 3.6-1 will be implemented. This mitigation measure replaces Master Plan EIR Mitigation Measure 4.7.1 for the Project.

TABLE 3.6-2
Estimated Daily Construction Trips

Type of Vehicle	Average Vehicle One-Way Trips per Day ^a	Total Daily Vehicle Trips
Construction workers personal vehicles	20	40
Truckloads (assuming exposed liner)	15 ^b	30
Truckloads (assuming covered liner)	20 ^c	40
Total	55	110

Notes:

^a Peak day trips for construction workers would be 60 one-way trips, or 120 total daily trips; peak worker trips might occur for 1-2 months duration. Peak day trips for trucks would be 45 one-way trips or 90 total daily trips.

^b Based on a total of 3,199 total one-way trips.

^c Based on a total of 4,285 total one-way trips.

Source: CH2M HILL

TABLE 3.6-3
Estimated Temporary Maximum Increase in Local Roadway Traffic from Construction Vehicle Trips

Roadway	Current Daily Traffic Levels (Trips)	Percent Increase in Daily Traffic ^a
Eastside Road (north of Trenton-Healdsburg Road)	1,960	5.6%
Eastside Road (south of Old Redwood Highway)	2,420	4.5%
River Road	12,353	0.9%
Trenton-Healdsburg Road	1,480	7.8%
Windsor River Road	6,700	1.6%
U.S. 101	54,000	0.2%

Notes:

^a Increase shown for each roadway assumes all construction-generated vehicle trips are occurring on that roadway.

Source: CH2M HILL

Mitigation Measure 3.6-1. Prepare and implement a construction Traffic Control Plan. A detailed Traffic Control Plan shall be prepared by a licensed traffic engineer for project-affected roadways. The Traffic Control Plan shall comply with applicable Sonoma County and Town of Windsor requirements, and would include, but not be limited to, the following elements:

- A haul route shall be designated from U.S. 101 along River Road to the construction site.
- To the extent possible, the contractor(s) shall schedule truck trips outside of the peak commute hours of 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.
- As needed, noticing and signage requirements shall be provided for road closures and detours.
- Pipeline installation in Trenton-Healdsburg Road shall be done at a separate time than Eastside Road to help maintain access.
- One lane of Trenton-Healdsburg Road shall remain open during installation of pipeline in that roadway.

After mitigation: Less than Significant

Impact 3.6-2: The number of vehicle trips in the Project area would temporarily increase as a result of Eastside Road closure during pipeline installation.

Analysis: Potentially Significant

As part of the Project, Eastside Road is likely to be closed to through traffic between the Project site and Trenton-Healdsburg Road for approximately 2 months during pipeline installation. During that period, the approximately 1,960 vehicles per day on Eastside Road north of Trenton-Healdsburg Road would be routed onto the detour shown on Figure 3.6-1.

This could result in a substantial increase in traffic on Mark West Station Road, Windsor River Road, and Windsor Road; however, impacts would be temporary. With implementation of Mitigation Measure 3.6-2 below, impacts would be reduced to a less than significant level. Access to residences on Eastside Road north of the Project site would not be affected by the closure.

Mitigation Measure 3.6-2. Provide public noticing and signing of the Eastside Road detour. To minimize the effects of traffic increases from the detour onto Mark West Station Road, Windsor River Road, and Windsor Road, the community along the detour shall be notified at least two months in advance of the closure. General noticing shall be placed in local newspapers ahead of the closure and periodically during construction to allow drivers to incorporate the detour into their plans. The Project website shall also be updated to include current detour information. Postings regarding the detour shall be placed on the Town's and Project's respective websites. The detour itself shall be clearly signed from the intersection of Eastside Road and Windsor River Road through the length of the detour to the intersection of Eastside Road and Trenton-Healdsburg Road (see Figure 3.6-1). This mitigation measure replaces Master Plan EIR Mitigation Measures 4.7.2a and 4.7.2b for traffic impacts from pipeline installation for the Project.

After mitigation: Less than Significant

Impact 3.6-3: During Project construction, there is the potential for a temporary increase in hazards due to the presence of heavy construction vehicles and equipment on Eastside Road.

Analysis: Potentially Significant

Heavy construction vehicles using Eastside Road and turning in and out of the Project site could present a hazard due to the existing conditions of Eastside Road and typical travel speeds that occur on Eastside Road. With implementation of Mitigation Measures 3.6-1 (Traffic Control Plan, described above) and 3.6-3, impacts would be less than significant.

Mitigation Measure 3.6-3: Post caution signs or other noticing along Eastside Road to alert drivers to the construction activity. As part of the implementation of the Traffic Control Plan, the contractor shall post caution signs or other noticing along Eastside Road to alert drivers to the construction activity. If appropriate, post a temporary lower speed limit on Eastside Road in the vicinity of the Project site.

After mitigation: Less than Significant

Impact 3.6-4: The Project may result in inadequate emergency access.

Analysis: Potentially Significant

The temporary closure of Eastside Road, if required, during pipeline installation could lead to a delay in emergency access through use of the detour. With implementation of Mitigation Measure 3.6-1 described above and Mitigation Measure 3.6-4 below, impacts would be less than significant.

Mitigation Measure 3.6-4. Coordinate Eastside Road closure with emergency service providers. Emergency service providers in the Town and County shall be consulted at least two months prior to the start of construction activities. Emergency service providers shall be

informed of the Eastside Road detour. During the construction phase of the Project, construction activities would be halted and emergency vehicles would be given right-of-way, if needed and sufficiently safe. These measures to maintain adequate emergency access shall be included in the Traffic Control Plan required by Mitigation Measure 3.6-1.

After mitigation: Less than Significant

3.6.4 References

County of Sonoma. 2008. Traffic Counts for Eastside Road Storage Project. Public Works and Transportation Department. Received by Frankie Burton via fax from Traffic Engineer Steve Eldridge on 02/25/2008.

County of Sonoma. 1989. *1989 Sonoma County General Plan*. Adopted March 23, 1989. First Revision to Reflect Amendments and Corrections as of April 9, 1991. Second Revision to Reflect Amendments and Corrections as of March 1, 1994. Third Revision to Reflect Amendments and Corrections as of December 31, 1998.

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Environmental Science Associates (ESA). 2001. *Town of Windsor Water Reclamation Master Plan for Treatment, Storage and Disposal Final Environmental Impact Report*. Certified by the Town of Windsor on February 7, 2001 and compiled in May 2001.

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Ogden Environmental & Energy Services Co. (Ogden). 1996. *Town of Windsor General Plan – 2015*. Adopted by the Town of Windsor Department of Planning and Building. March 13.

