

highway and transit systems. Park-and-ride lots will be a consideration in the design of the facility as well. Potential locations will be assessed in the Tier 2 engineering and environmental studies.

There are viewed to be no differential benefits or impacts among the alternatives on the basis of TDM considerations. Provisions for TDM can be made for any of the alternatives. The amount of carpooling associated with a particular alternative will tend to be correlated to the total traffic volume on the corridor. A value of 15 percent of the total peak hour volume would be a reasonable estimate of the number of vehicles that may use the lanes in the peak hour. The number of persons accommodated can be estimated by multiplying this number by 2.3 to 2.5 (assuming that the HOV lanes allow for 2+ persons per vehicle).

4.15.3.3 Goods Movement

Serving existing and future employment centers is an important concept in the Purpose and Need for the proposed transportation improvements. The ability to provide improved access for trucks goes hand-in-hand with that need. While no special lanes are anticipated for trucks in the design concept, the improvements in access and mobility will benefit trucks just as with automobile travel. The statistics previously presented on changes in VMT, VHT, average speed, user benefit, and travel time are good representations of the potential benefits to goods movement as well. The better alternatives for trucks will be the ones that have the greater reductions in VHT, greater increases in average speed and user benefit, and greater reductions in travel time.

The value of time for trucks is considerably higher than for commuters, and is often considered to be 2.5 to 3 times greater than for auto travel. Therefore, the time-related benefits of an alternative would tend to be placed on even a higher level by the trucking industry and commercial interests than for the average motorist. Improved travel time has additional economic benefits for goods movement as well, such as the ability to better control the size of the truck fleet. Faster delivery times means that the same number of deliveries can be made with fewer trucks and fewer personnel. These benefits can carry over to provide pollution benefits as well, through reduced truck running time.

Another function of the alternatives being considered in this EIS/EIR is to keep trucks off of roadways designed to accommodate mainly local traffic. The proposed alternatives are designed to facilitate truck movement and will provide benefits to local roadways by limiting the tendency of those facilities to be used for through truck movement. The extent to which this may occur can be assessed from the tables presented previously in Section 4.15 on changes in traffic volume, volume/capacity ratio, and level of service for existing facilities that parallel the proposed alternatives.

4.15.4 Potential Mitigation Measures to be Considered in Tier 2

At the Tier 1 analysis level for preservation of corridor right-of-way, no substantial circulation impacts are identified; therefore, no specific mitigation is required at this level. Specific mitigation measures associated with the selected alternative will be defined as part of Tier 2 environmental studies.