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.

The construction of the selected alternative for the WT Corridor is likely to be phased over time. It could begin with a surface roadway, with at-grade intersections and traffic signals, and continue with the construction of interchanges, as traffic volumes and operational requirements warrant. The construction of a major facility along one of the alternative routes will tend to increase traffic on roadways feeding that corridor, including routes at the terminal points of the corridor. The proposed General Plan for the County of Riverside identifies roadways being planned in the Circulation Element. The proposed Circulation Element roadways have been sized to accommodate the possibility of intersecting or interchanging with the alternatives in the WT Corridor.

A second issue of concern has to do with access to existing or future abutting properties. An ultimate freeway-type corridor facility will typically allow for interchanges at a spacing no closer than one mile. Frontage roads and/or other supporting networks of access roadways will be needed to provide for local access to this ultimate facility. This may require a re-orientation of the access to and from existing properties. Sufficient right-of-way is being identified in the bandwidth for the various alternatives to allow for these access issues to be resolved. The actual resolution of the access issues, and associated mitigation, will take place in the Tier 2 engineering and environmental studies.

Certain alternatives may create construction impacts on existing roadways that would require transportation management plans to ensure that operations and safety are maintained while construction is occurring. Mitigation for these types of impacts and preparation of plans for maintenance of traffic will be identified in the Tier 2 studies.

4.15.5 Tier 2 Studies

The Tier 2 engineering and environmental studies will focus on the specific design, environmental analysis, mitigation, and permitting for construction of the selected alternative. No specific time frame has been established for those studies. There also could be a phasing of the Tier 2 engineering and environmental studies, corresponding to possible phases of construction. The Tier 2 studies would include confirmation of the ultimate facility type, cross-section and possible intermediate phases, more detailed engineering of the route, establishment of a centerline and specific right-of-way limits, identification of interchange locations (and possible phasing of those locations), and reconfiguration of local access, where required.

Acquisition of properties may be required to protect the right-of-way for the selected route between the time of the Tier 1 and Tier 2 studies, as well as during and following the Tier 2 studies. The Riverside County Transportation Commission is coordinating with the local jurisdictions that may be involved in assisting in the protection of this right-of-way. It is anticipated that Memorandums of Understanding or other agreements will be executed between RCTC, appropriate local jurisdictions, and Caltrans to coordinate the methods by which the protection of rights-of-way may occur. Protection of right-of-way may occur through property dedications, terms delineated in development agreements, outright acquisition, or other methods appropriate to the specific situation. Potential interchange locations, as well as the route itself, will be identified in the General Plan Circulation Elements of the appropriate local jurisdictions, and these may be the subject of right-of-way preservation as well. The bandwidths identified in this EIS/EIR are