



ENVIRONMENTAL CONSIDERATIONS

The County's transportation system must be planned, designed, constructed, operated, and maintained in a manner that retains a high level of environmental quality. Transportation system improvements should be implemented to minimize disturbance of the natural environment and other sensitive environmental features covered under California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA) guidelines.



We are proud of the distinctive identities that our communities now possess and cherish the sense of place that results from them. We want this sense of place and distinctiveness maintained and enhanced in our planning and development activities.



- RCIP Vision

Policies:

- C 21.1 Ensure preservation of trees identified as superior examples of native vegetation within road rights-of-way through development proposals review process.
- C 21.2 Provide all roadways located within identified flood areas with adequate flood control measures.
- C 21.3 Locate roadways outside identified flood plains whenever possible. (AI 60)
- C 21.4 Control dust and mitigate other environmental impacts during all stages of roadway construction.
- C 21.5 Protect all streets and highways located within identified blow sand areas from blowsand hazards to the extent practicable.
- C 21.6 Protect County residents from transportation generated noise hazards. Increased setbacks, walls, landscaped berms, other sound absorbing barriers, or a combination thereof shall be provided along freeways, expressways, and four-lane highways in order to protect adjacent noise-sensitive land uses from traffic-generated noise impacts. Additionally, noise generators such as commercial, manufacturing, and/or industrial activities shall use these techniques to mitigate exterior noise levels to no more than 60 decibels. (AI 107)
- C 21.7 Incorporate specific requirements of the Western Riverside County Multiple Species Habitat Conservation Plan and the Coachella Valley Multiple Species Habitat Conservation Plan into transportation plans and development proposals.
- C 21.8 Avoid, where practicable, disturbance of existing communities and biotic resource areas when identifying alignments for new roadways, or for improvements to existing roadways and other transportation system improvements.
- C 21.9 Implement the Circulation Plan in a manner consistent with federal, state, and local environmental quality standards and regulations.
- C 21.10 Review and monitor proposals for expansion of pipelines for the transport of suitable products and materials, and require mitigation of





environmental impacts. In particular, require mitigation of the potential for hazardous chemical or gas leakage and explosion.

C 21.11 Incorporate specific requirements of the General Plan Air Quality Element into transportation plans and development proposals where applicable. (AI 110)

C 21.12 Encourage the use of alternative non-motorized transportation and the use of non-polluting vehicles. (AI 118)



C 21.13 Implement National Pollutant Discharge Elimination System Best Management Practices relating to construction of roadways to control runoff contamination from affecting the groundwater supply.

TRANSPORTATION SYSTEMS MANAGEMENT



Transportation Systems Management

(TSM) addresses the problems caused by additional development, an increased number of vehicular trips, or a deficiency in transportation capacity. TSM strategies are characterized by their low cost and quick implementation timeframe, and focus on utilizing the existing highway and transit systems more efficiently rather than expanding them.

Transportation systems management (TSM) strategies can enhance traffic flow and reduce travel delay along the County roadway system. A more efficient use of the road network can be implemented by the utilization of TSM strategies such as: computerized traffic signals, metered freeway ramps, and one-way streets. Priority should be given to TSM strategies that improve level of service, especially in areas that are currently fully developed, before more costs and capacity increasing strategies are used.

High Occupancy Vehicle (HOV) lanes are a significant part of the southern California region’s strategy to provide incentives for carpooling. HOV lanes were installed along State Route 91 as part of the Measure A program and are planned along Interstate 215/State Route 60 through Box Springs. To facilitate further increases in carpooling, the SCAG 2001 Regional Transportation Plan (RTP) identifies new carpool lanes along Interstate 15 from the San Bernardino County Line to State Route 91; on Interstate 10 from Interstate 15 to Riverside County; on Interstate 215 from Interstate 15 to State Route 30, from Interstate 10 to Ramona Expressway, and from Nuevo Road Exit south to Interstate 15; and on State Route 71 from the San Bernardino County line to State Route 91.

Policies:

C 22.1 Encourage the installation and use of HOV lanes. Such lanes should be continuous, linking major population centers with employment centers. If HOV lanes are used, consider making them available for mixed flow traffic during non-peak periods where warranted and feasible.

C 22.2 Consider the use of HOV lanes when any widening project is undertaken on urban arterials and expressways.

C 22.3 Consider creating HOV lanes by adding additional travel lanes instead of removing existing mixed-flow traffic lanes.



Look in the **Air Quality Element** for additional policies related to

Transportation Systems Management.