



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.



- C 22.4 Give priority to TSM strategies to improve level of service, particularly in areas that are fully developed.
- C 22.5 Construct and improve traffic signals at appropriate intersections. Whenever possible, traffic signals should be spaced and operated as part of coordinated systems to optimize traffic operation. (AI 117)
- C 22.6 Consider roadway expansion at public expense to relieve congestion only after the determination has been made that TSM measures will not be effective. (AI 117)
- C 22.7 Install special turning lanes whenever necessary to relieve congestion and improve safety.
- C 22.8 Install one-way streets and exclusive or reversible lanes where applicable.
- C 22.9 Encourage development of bus-only lanes and signal synchronization so that transit can help to alleviate congestion.

TRANSPORTATION DEMAND MANAGEMENT



Transportation Demand Management (TDM) - Low-cost ways to reduce demand by automobiles on transportation systems, such as programs to promote telecommuting, flextime, and ridesharing.

Non-attainment pollutants are pollutants that do not meet a desired or required level of performance as defined through federal and state standards.

Transportation demand management (TDM) strategies reduce dependence on the single-occupant vehicle, increase the ability of the existing transportation system to carry more people, and enhance mobility along congested corridors. A reduction in peak hour trips, overall roadway congestion, and a decrease in non-attainment pollutants can be achieved through the implementation of TDM strategies. Examples of these strategies include: telecommuting, flexible work hours, and electronic commerce that enables people to work and shop from home. According to the Southern California Association of Governments (SCAG), vanpools will become more prevalent for short-to-medium range commute trips, and will supplement the traditional long-distance usage. Park-n-ride facilities and carpooling will also continue to be a significant link between highway and transit modes.

In the last decade, the region's number of trips and amount of travel have grown at a much faster rate than the population growth. TDM strategies are designed to counter this trend. The region cannot build its way out of congestion; it has neither the financial resources nor the willingness to bear the environmental impacts of such a strategy. TDM is one of the many approaches that will be used to maintain mobility and access as the region continues to grow and prosper.

The County has established TDM Guidelines to reduce single occupant motor vehicle trips during peak hours and modify the vehicular demand for travel to increase the ability of the existing system to carry more people. TDM strategies should be consistent with South Coast Air Quality Management District (SCAQMD) and County TDM Guidelines.