



N 7.7 Check all projects for possible location within airport CNEL noise contours using Area Plan maps and the Airport Noise Contour Map. (AI 107, 109)



N 7.8 Revise the Riverside County Zoning Code to reflect aircraft noise-impacted areas around the County's major airports. (AI 109)

Vehicular



Please see the **Circulation Element** for more in-depth information regarding Level of Service Standards, Average Daily Trips, and other information related to vehicular circulation.

Roadway traffic is one of the most pervasive sources of noise within Riverside County. Traffic noise varies in how it affects land uses depending upon the type of roadway, and the distance of the land use from that roadway. Some variables that affect the amount of noise emitted from a road are speed of traffic, flow of traffic, and type of traffic (e.g. tractor trailers versus cars). Another variable affecting the overall measure of noise is a perceived increase in sensitivity to vehicular noise at night. Appendix I contains tables and figures that illustrate existing and forecasted noise from roadways throughout the County. The existing noise measurements were obtained by measuring noise at different points adjacent to the roadway. The future noise contours along freeways and major highways, also located in Appendix I, were created from the results of traffic modeling to project the noise of major roadways in the future. The following policies address the issues of roadway traffic noise, and suggest methods to reduce the noise impact of roads on adjacent and nearby land uses.

Policies:



N 8.1 Enforce all noise sections of the State Motor Vehicle Code.

N 8.2 Ensure the inclusion of noise mitigation measures in the design of new roadway projects in the County. (AI 105)



Off-road and all-terrain vehicles must obey strict operating hours when noise-sensitive land uses are nearby or adjacent to trails and open space.

N 8.3 Require development that generates increased traffic and subsequent increases in the ambient noise level adjacent to noise-sensitive land uses to provide for appropriate mitigation measures. (AI 106)

N 8.4 Require that the loading and shipping facilities of commercial and industrial land uses, which abut residential parcels be located and designed to minimize the potential noise impacts upon residential parcels. (AI 105)

N 8.5 Employ noise mitigation practices when designing all future streets and highways, and when improvements occur along existing highway segments. These mitigation measures will emphasize the establishment of natural buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas. (AI 105)



Calling noise a nuisance is like calling smog an inconvenience. Noise must be considered a hazard to the health of people everywhere.



-The Surgeon General

N 8.6 Require that all future exterior noise forecasts use Level of Service C, and be based on designed road capacity or 20-year projection of development (whichever is less) for future noise forecasts. (AI 106)

N 8.7 Require that field noise monitoring be performed prior to siting to any sensitive land uses along arterial roadways. Noise level measurements should be of at least 10 minutes in duration and should



include simultaneous vehicle counts so that more accurate vehicle ratios may be used in modeling ambient noise levels. (AI 106)

Mass Transit

Currently, the County does not participate in or provide any rail transit services though public transportation is becoming a more desirable option for many travelers and commuters in Riverside County. Transit can be an alternative to driving a car through congested Riverside County freeways. Currently, the noise generated by public transportation within Riverside County affects only a very small percentage of the total residential population. As years pass, and the need for public transportation increases, there will be a greater number of residents affected by the noise that buses, transit oases shuttles, light rail, and trains will produce. The following policies address the issues of noise related to public transit.



Please see the **Circulation Element** for additional policies related to transit development and rail systems.

Policies:

- N 9.1 Encourage local and regional public transit providers to ensure that the equipment they operate and purchase is state-of-the-art and does not generate excessive noise impacts on the community. (AI 108)
- N 9.2 Encourage the use of quieter electric-powered vehicles. (AI 108)
- N 9.3 Encourage the development and use of alternative transportation modes including bicycle paths and pedestrian walkways to minimize vehicular noise within sensitive receptor areas.
- N 9.4 Actively participate in the development of noise abatement plans for freeways and rapid transit. (AI 108)

Rail

The rail system within Riverside County criss-crosses its way through communities, industrial areas, rural areas, and urban centers. Trains carry passengers, freight, and cargo to local and regional destinations day and night. Rail transportation may become more popular in the future if a mass public transportation system is implemented within Riverside County. Currently, daily train traffic produces noise that may disrupt activities in proximity to railroad tracks. For instance, trains are required to sound their horns at all at-grade crossings, and they may also be required to slow their speed through residential areas. These types of noise disturbances can interfere with activities conducted on noise-sensitive land uses. Exhibits showing existing railroad noise contours can be found in Appendix I. These exhibits provide purely illustrative contours along rail lines throughout the County. The following policies suggest actions that could minimize the impacts of train noise on noise-sensitive land uses.



An **at-grade railroad crossing** is one where the street and the rail line form an intersection, and physically cross one-another.

Policies:

- N 10.1 Check all proposed projects for possible location within railroad noise contours using typical noise contour diagrams. (AI 106, 109)