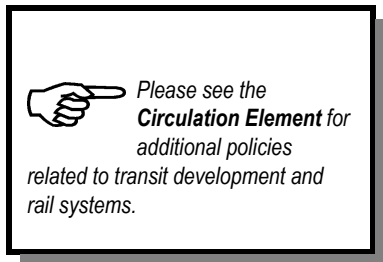




include simultaneous vehicle counts so that more accurate vehicle ratios may be used in modeling ambient noise levels. (AI 106)

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.

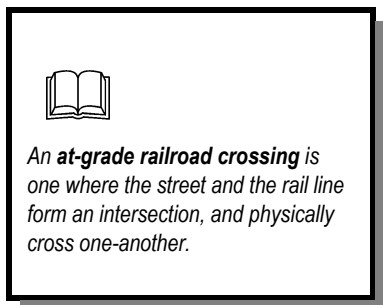


Policies:

- 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.



Policies:

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



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Noise Element

- N 10.2 Minimize the noise effect of rail transit (freight and passenger) on residential uses and other sensitive land uses through the land use planning process. (AI 106, 109)
- N 10.3 Locate light rail and fixed rail routes and design rail stations in areas that are accessible to both residential and commercial areas, but also minimize noise impacts on surrounding residential and sensitive land uses. (AI 106, 109)
- N 10.4 Install noise mitigation features where rail operations impact existing adjacent residential or other noise-sensitive uses. (AI 108)
- N 10.5 Restrict the development of new sensitive land uses to beyond the 65 decibel CNEL contour along railroad rights-of-way. (AI 106, 109)