



travel and idling time for cars, buses and trucks. Congestion increases transportation costs and vehicle emissions, and frays nerves. Moreover, a lack of fleets using alternative fuels adds to poor air quality.

Because transportation systems management provides an important weapon for relieving congestion, improving mobility, and enhancing air quality, the County should use it extensively in its fight for cleaner air.

Traffic Flow

It is a goal of the County to manage its transportation systems in a manner in which mobility and efficiency are enhanced. Improving the flow of traffic promotes mobility on our streets, resulting in decreased impacts on air quality.

Policies:

- AQ 12.1 Manage traffic flow through signal synchronization, while coordinating with and permitting the free flow of mass transit vehicles, as a way to achieve mobility. (AI 117)
- AQ 12.2 Synchronize signals throughout the County with those of its cities, adjoining counties and the California Department of Transportation. (AI 117)
- AQ 12.3 Construct and improve traffic signals with channelization and Automated Traffic Surveillance and Control systems at appropriate intersections (AI 117)
- AQ 12.4 Eliminate traffic hazards and delays through highway maintenance, rapid emergency response, debris removal, and elimination of at-grade railroad crossings. (AI 119)
- AQ 12.5 Encourage business owners to schedule deliveries at off-peak traffic periods.



Channelization - Involves the separation or regulation of conflicting traffic movements into definite paths of travel by traffic islands or pavement markings, to facilitate the safe and orderly movement of vehicles and pedestrians.



High Occupancy Vehicles (HOV) Lanes -Carpools, vanpools, buses and motorcycles are the only vehicles allowed to use HOV lanes. Generally, HOV lanes require two-person carpools, though there are some roadways that require a minimum of three (with the exception of super-ultra-low-emission vehicles, which may use HOV lanes with only a single occupant).

Transportation System Management Improvements

Proper management and oversight of the County-owned fleet can provide a highly effective tool for reducing direct and indirect impacts on air quality. It is therefore a goal of the County to continually improve its own transportation system and cooperate with officials in all levels of government to enhance regional efforts to improve transportation systems management.

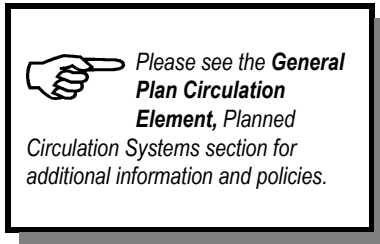
Policies:

- AQ 13.1 Manage the County of Riverside transportation fleet fueling standards to achieve the best alternate fuel fleet mix possible. (AI 118)
- AQ 13.2 Cooperate with local, regional, state, and federal jurisdictions to better manage transportation facilities and fleets.



AQ 13.3 Encourage the construction of high-occupancy-vehicle (HOV) lanes whenever necessary to relieve congestion, safety hazards and air pollution as described in the AQMP.

TRANSPORTATION FACILITY DEVELOPMENT



Regionally, transportation facility development means increasing capacity through the expansion of highway and transit systems to meet population and land use demand. Though major construction projects often require massive capital investment, mobility and capacity are increased. These projects include: major highways in high growth regions, construction of high occupancy vehicle (HOV) lanes where severe traffic problems occur, and the construction of rapid transit corridors and facilities. Unfortunately, this strategy responds slowly to changing demands on the transportation system and may burden the region with debt.

Estimates for the development of additional facilities and systems over the next twenty years call for billions of dollars in investment. While federal government spending will account for a large portion of the funding required, additional revenues will have to be raised through a variety of means, including the gas tax, sales tax, user fees, tolls and bonds.

The costs of regional transportation projects also include growth in population, housing and services, and their impact on the transportation system. This raises traffic volume to or above the system’s designed capacity while decaying air quality. When major transit corridors become congested, for example, daily commuters take alternate routes to avoid traffic delays. Once a new route becomes operational, commuters abandon these alternative routes for the new or improved systems until they too become congested. However, trying to build out of this situation does not solve the problem because it fuels an unbridled cycle of more growth, traffic, transportation facility development and smog. Continued transportation facility development results in increased growth, higher taxes, and minimal net gains in mobility for each dollar spent. All of this only lessens the chances for good air quality.

Just as there is a need regionally, capital improvements are also required locally to keep traffic moving and reduce emissions. It is the intent of the County to continue such improvements. However, the County recognizes that large construction projects are not always the best option for meeting transportation demands and that other, less expensive alternatives, are sometimes available. These alternatives include demand management, transportation systems management, and strategies to improve the job/housing ratio. While the County cannot meet all of its mobility and air pollution challenges using these alternatives, they may supplement needed capital improvements to help meet the County’s transportation demands.

The transportation facility development required must improve mobility by encouraging multiple-occupancy vehicle use and alternative travel modes for both short and long trips. Therefore, the County must emphasize construction projects such as single purpose, high occupancy vehicle lanes, park-n-ride lots, light rail and bus routes. It should also give priority to bicycle paths and trails,