

Chapter 3

Policy Element

3.1 Introduction

The 2011 Regional Transportation Plan's goals, objectives and policies have been developed to serve as the foundation for both short and long-term planning. For purposes of the RTP the following definitions will apply.

Goal: A "Goal" is the end toward which the overall effort is directed; it is timeless, general and conceptual. The intent of the overall goals is to provide a framework for subsequent objectives and policies.

Objective: An "Objective" provides clear, concise guidance to obtaining the goal. Objectives are successive levels of achievement in movement toward a goal. They are results to be achieved by a stated point in time. Individual objectives are capable of being quantified and realistically attained.

Policy: A "Policy" is a direction statement that guides present and future decisions on specific actions. Policies should support the attainment of objectives.

3.2 General Transportation Goals, Objectives, and Policies

Goal: Provide for an integrated multimodal transportation system which serves the needs of a growing and diverse population for transportation access to jobs, housing, recreation, commercial, and community service.

Objective: Develop an integrated multimodal transportation network.

Policies:

- *Develop a regional streets and highways system that has a balanced mix of high-speed and local corridors which are functional and flexible for intermodal use.*
- *Integrate transportation modes through a coordinated transportation systems management process.*
- *Provide for efficient, multi-destination trips through the coordination of urban and rural public transportation.*
- *Develop bicycle and pedestrian facilities as an alternative to the automobile.*
- *Develop air transportation facilities and services complementary to other modes of transportation.*
- *Decisions on improvements to the transportation system shall take into account the effective use of all modes and facilities.*
- *Encourage and support the development of methods to expand and enhance transit services and to increase the use of such services.*
- *Public transit, ridesharing, carpooling, bicycle and pedestrian access, park-and-ride facilities, and other transportation demand strategies shall be pursued as preferred alternatives where feasible.*

- *Encourage jurisdictions to ensure that the needs of pedestrians, bicyclists, and individuals with disabilities are given special attention in the project review process.*
- *Support the coordination or consolidation (where appropriate) of transit and paratransit services to provide more effective, efficient and accessible transportation services.*
- *Encourage local jurisdictions to provide incentives to encourage transit, ridesharing, walking and bicycling.*

Goal: Maintain and improve the safety and efficiency of existing facilities as the basic system which will meet existing and future travel demands.

Objective: Complete and maintain a transportation network which provides operational efficiency in conjunction with meeting the functional requirements of existing and future travel demands.

- Policies:**
- *Develop a convenient, safe and efficient interface between transportation modes.*
 - *Complete the planned freeway system to relieve congestion, and upgrade existing roads commensurate with growth.*
 - *Manage the transportation system in a manner designed to increase operational efficiency, conserve energy and space, reduce air pollution and noise, and provide for effective goods movement, safety, personal mobility and accessibility.*
 - *Establish a transportation network which provides for the coordination and connectivity of roads within the metropolitan area with roads outside the metropolitan area.*
 - *Continue support for the preservation of existing transportation facilities and, where practical, ways to meet transportation needs by using existing transportation facilities more efficiently.*
 - *Promote transportation network design standards which relieve congestion and prevent congestion from occurring where it does not yet occur.*
 - *Maintain stringent safety requirements for all transportation modes.*
 - *Identify those transportation problems where transportation systems management can be effective.*
 - *Identify problem (hazardous) locations and implement counter measures for anticipated problems wherever possible.*

Goal: Provide support to the maintenance and expansion of transportation modes for the movement of people and goods within and through the region.

Objective: Develop a multimodal transportation network which facilitates and enhances the movement of people and goods in a manner which promotes health and well-being and which is economically beneficial to the region.

- Policies:*
- *Implement traffic flow improvements, maintenance and rehabilitation on existing corridors for efficient movement of people and goods.*
 - *Pursue development of strategies and methods to enhance the efficient movement of freight through the multimodal network.*
 - *Work cooperatively with the private sector to ensure that the collected information accurately reflects existing and forecasted conditions that are of importance from a freight transportation perspective.*
 - *Strive to ensure that public and private transportation providers and other interested parties have a “reasonable opportunity” for input into the transportation planning process.*

Goal: **Manage the financial resources which are available from government, the private sector, and users of the transportation system in a cost-effective manner to meet regional needs.**

Objective: Procure and leverage federal, state and local transportation funding to the maximum degree possible, in order to develop a regional transportation network which serves the residents of the region in the most economical, effective and efficient manner possible.

- Policies:*
- *Pursue additional funding sources for development of major transportation programs and projects. Work with all interest groups to reach consensus and initiate an active public information program regarding transportation funds needed.*
 - *Submit applications for any supplemental revenue sources that may become available.*

Goal: **Work with local, state, and federal agencies to promote environmental sensitivity, energy efficiency, and sustainability in the development and management of our transportation system.**

Objective: Development of a regional transportation network which is environmentally sensitive, maximizes energy efficiency, and promotes sustainability wherever possible.

- Policies:*
- *Evaluate the transportation system for air quality, energy and efficiency impacts.*
 - *Strive to avoid or fully mitigate all significant impacts of new transportation facilities on environmentally sensitive areas and natural resources.*
 - *Mitigate motor vehicle, railroad and airport-related noise in populated areas.*
 - *Encourage energy conservation through alternatives to single-occupancy vehicles, increased auto efficiency and facility design.*
 - *Project-level decisions should give priority to safety, air pollution, noise and energy considerations.*
 - *Support the implementation of Transportation System Management, Transportation Demand Management, and Transportation Control Measures that*

reduce emissions on the circulation system.

- *Continue participation in the transportation/air quality monitoring program for the State Implementation Plan with the San Joaquin Valley Unified Air Pollution Control District.*
- *Continue to participate in and support a coordinated transportation planning effort between the Regional Transportation Planning Agencies located in the San Joaquin Valley nonattainment air basin.*
- *Endeavor to ensure the consistency of regional transportation planning efforts with applicable Federal, State, and local energy conservation programs, goals, and objectives.*

Goal: Support cooperative efforts between local, state, federal agencies and the public to plan, develop and manage our transportation system.

Objective: Establish intergovernmental organizational relationships and lines of communication which foster an understanding and awareness of the overall impacts of transportation/land use/air quality decision making.

- Policies:**
- *Coordinate with other public agencies to ensure that the overall social, health, economic, energy and environmental effects of transportation decisions are understood by the general public.*
 - *Work closely with local land use agencies to ensure that land use planning is coordinated with transportation planning to fully mitigate the traffic impacts of new development to the greatest degree possible.*
 - *Existing and future land use plans of the communities within the region shall be recognized in the formulation of transportation decisions.*
 - *Encourage and support mixed land use developments that encourage a jobs/housing balance and that make alternative modes more effective.*
 - *Provide safe, efficient travel while supporting growth management policies to discourage premature urban fringe development.*
 - *Work together with the appropriate public agencies to preserve rights-of-way for construction of future transportation projects, including identification of unused rights-of-way which may be needed for future transportation corridors and identification of those corridors for which action is most needed to prevent destruction or loss.*
 - *Communicate with local land use agencies on the likely impacts of transportation policy decisions on land use and development; and strive for consistency (where appropriate) between transportation plans and programs and applicable land use and development plans.*

3.3 Highways, Streets and Roads

Goal: Establish an integrated highways, streets and roads network that enhances productivity and provides for the efficient movement of both people and goods

within Fresno County.

Objective: Develop and implement an integrated highways, streets and roads network that provides mobility for both urban and rural residents including the movement of goods.

- Policies:**
- *Improve the urbanized area circulation system including phased completion of the urban freeway network.*
 - *Give priority to transportation improvements that accommodate travel within Fresno County.*
 - *Continue development of safety, maintenance and operational improvements on the streets and highways network within Fresno County.*
 - *Continue work with member agencies to ensure that the inter and intra county movement of agricultural commodities remains an important priority.*
 - *Monitor levels of service on the streets and highways network within Fresno County to ensure safe and efficient movement of people and goods.*
 - *Develop a convenient, safe and efficient interface between transportation modes.*

Goal: **Make the most efficient use of available transportation revenues to enhance the highways and streets network.**

Objective: Procure all possible federal, state and local transportation revenues related to development, maintenance and rehabilitation of the highways and streets network.

- Policies:**
- *Continue to pursue federal, state and local funding for both local streets and roads and state highways without modification to existing regional transportation planning policy.*
 - *Continue close monitoring of the overall transportation financing issues at all levels of government to ensure that Fresno County agencies have the ability to react in a timely fashion to any financing strategies that may emerge.*
 - *Continue to work closely with the State of California to develop some form of statewide transportation revenue stream that is equitable statewide.*

Goal: **Maintenance of acceptable level-of-service standards for the highways, streets and roads network within Fresno county.**

Objective: Provision of levels-of-service on the highways, streets and roads network that will allow for adequate movement of people and goods while at the same time meeting Federal and Transportation Conformity standards.

- Policies:**
- *Enhance communication between Fresno COG and local land use agencies so impacts on the regional transportation system can be adequately analyzed prior to and during the decision making process.*
 - *Pursue revisions to legislation that would inappropriately penalize counties and cities located in non-attainment air pollution areas.*
 - *Work cooperatively with the private sector to ensure that the mobility needs of the*

business community within Fresno County are addressed.

- *Continue to participate in and support a coordinated transportation planning effort between Regional Transportation Planning Agencies located in the San Joaquin Valley as it relates to development of the highways, streets and roads network.*
- *Manage the highways, streets and roads network in a manner designed to increase operational efficiency, reduce air pollution and provide adequate mobility for both people and goods.*

Goal: Establish compliance with Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) as it relates to the streets and highways network.

Objective: Develop and implement SAFETEA-LU policies as they relate to the streets and highways network of Fresno County.

- Policies:**
- *Continue preservation of existing transportation facilities and, where practical, ways to meet transportation needs by using existing facilities more efficiently.*
 - *Continue work with the appropriate governmental agencies on the National Highway System.*
 - *Promote development of a highways, streets and roads network that provides for connectivity of the metropolitan network with the system outside the metropolitan network.*
 - *Continue to preserve rights of ways for construction of future streets and highways projects including identification of unused rights-of-way.*
 - *Enhance the development of a highways and streets network which will relieve congestion and avoid congestion where it does not yet occur.*

3.4 Mass Transportation

Goal: Provide public transportation mobility opportunities to the maximum number of people in the region.

Objective: Continue to pursue expanded federal, state and local funding for both public and social service transportation.

- Policies:**
- *Provide a transit system that meets the public transportation needs of the service area.*
 - *Provide transit services that serve low income, elderly, and disabled communities.*
 - *Support the coordination and consolidation of social service transportation.*

Goal: Provide quality, convenient and reliable public transportation service.

Objective: Encourage safety, appropriate frequency of bus service, reasonable fares and the provision of adequate service to satisfy the transit needs which are reasonable to

meet.

- Policies:*
- *Provide reliable and convenient public transit service.*
 - *Provide clean, attractive and comfortable vehicles and facilities.*
 - *Provide a safe system.*

Goal: Provide an efficient and effective public transportation system.

Objective: Consider advantages and disadvantages of projects, including economic, environmental and social factors.

- Policies:*
- *Maximize public transportation patronage.*
 - *Minimize operating and capital expenses.*
 - *Encourage the private sector to provide service when economically feasible.*

Goal: Promote public transit's service and image in community.

Objective: Provide complete and accurate information that makes public transportation "user friendly".

- Policy:*
- *Create and produce publications that promote the use of public transportation.*

Goal: Provide for an integrated multimodal transportation system which facilitates the movement of people and goods.

Objective: Develop a multimodal transportation network.

- Policies:*
- *Coordinate service to facilitate multimodal and inter-system transfers.*
 - *Coordinate fare and transfer policies along with service information programs.*

Goal: Coordinate public transportation policies with land use and air quality policies.

Objective: Support transportation investments that work toward accomplishing air quality goals, optimize utilization of land and encourage a stable economic base.

- Policies:*
- *Provide incentives to reduce dependency on automobile travel without compromising travel mobility.*
 - *Evaluate the transportation system for air quality, energy and efficiency impacts.*

3.5 Aviation Goals

Goal: Develop a fully functional and integrated air service and airport system that is complementary to the regional transportation system.

Objective: Maintain and improve the airport system in Fresno County.

- Policies:*
- *Provide for the orderly and timely development of a system of airports adequate to meet the air transportation needs of the region.*
 - *Encourage air travel as an energy efficient mode of transportation.*
 - *Minimize airport related noise and other environmental problems.*
 - *Identify the general location of all public use airports by type, size, and the time frame that will be required to make air transportation reasonably accessible throughout the region, with particular emphasis on the need to minimize airport-related land use problems.*
 - *Coordinate airport planning with the Airport Land Use Commission and with State, County, and other local agencies in the areas of transportation, land use, economic development and resource utilization.*
 - *Adopt the Basic Utility Stage 1 classification, as defined by the Federal Aviation Administration, as the minimum standard for public use airports.*
 - *Prepare site selection studies for the location of new airports as appropriate.*
 - *Maintain Airport Master Plans, Airport Layout Plans, and land use environs area plans for all Fresno County public use airports.*

3.6 Non-Motorized Transportation Goals

Goal: Maximize bicycle ridership through recognition and integration of the bicycle as a valid and healthy transportation mode in transportation planning activities.

- Policies:*
- *Include bicycle transportation planning as an integral part of the Fresno COG's transportation planning program.*
 - *Encourage and assist member agencies to develop new or update existing bicycle transportation plans which are integrated with the regional bikeways system and which provide for bicycle use as an alternative to the automobile for shorter trips.*
 - *Encourage member agencies to include a bicycling section in all transportation-related documents including, but not limited to, circulation elements of general, community, specific, and redevelopment plans.*
 - *Encourage and facilitate interagency cooperation and coordination in the development and implementation of bicycling plans and projects.*
 - *Coordinate Fresno County's bikeways system with those of adjoining counties.*
 - *Encourage member agencies to provide for bicycle-friendly development, including bicycle travel in new development or redevelopment plans and projects.*
 - *Encourage member agencies to include bicycle parking requirements in all land-use/site development requirements that address automobile parking.*
 - *Work with, and participate in efforts of member agencies and other groups and organizations to work with, irrigation districts, railroads, and other owners of linear*

rights-of-way that have the potential to accommodate bicycle facilities, the development of which would strengthen the Countywide bicycle transportation system.

Goal: Safe, convenient, and continuous routes for bicyclists of all types which interface with and complement a multimodal transportation system.

- Policies:*
- *Support the development of a countywide system of designated bikeways that links communities, activity centers and regional recreational destinations and provides for all types of bicyclists.*
 - *Encourage member agencies and Caltrans, to the extent feasible and practical, to maintain the regional bikeways system free of deterrents to bicycling such as debris, gravel, glass, leaves, and any other extraneous materials.*
 - *Encourage member agencies to adopt policies or design standards to include accommodations for bicycle travel on all new construction, reconstruction, or capacity increasing projects on major roadways where reasonably feasible. Such accommodations may be made by a separate bike path, by bicycle lanes, or by a shared roadway. A shared roadway would include a wide outside lane or a paved shoulder.*
 - *Encourage member agencies and Caltrans to develop, stripe and sign bikeways consistent with state design standards in order to develop a visually consistent, clear, simple and recognizable bikeways system with clearly defined travel areas and boundaries.*
 - *Support member agency implementation of AB 1581, effective January 1, 2008, requiring that a traffic-actuated signal be installed and maintained so as to detect lawful bicycle traffic on the roadway.*
 - *Encourage member agencies and Caltrans to install bicycle-safe drain grates.*
 - *Encourage member agencies and Caltrans to give priority to bikeway projects that will link existing separated sections of the system and that will serve the highest concentration of bicyclists and destinations of highest demand.*
 - *Encourage member agencies to provide bicycle parking facilities, including secured storage facilities where appropriate, at public and commercial areas, centers of employment, schools, recreational areas, health service facilities, air and bus terminals, major transit stops, and other places that attract large groups of people.*
 - *Encourage member agencies and Caltrans to provide support facilities on appropriate bikeways, including rest stops with restrooms, water, and tables.*
 - *Encourage member agencies and Caltrans to install, to the extent feasible and practicable, trees along trails and bikeways that will provide shade on summer afternoons.*
 - *Encourage local agencies and Fresno County Rural Transit Agency to establish bicycle-to-transit connections throughout the County, including bicycle park-and-ride facilities at transit centers to serve regional route use and the accommodation of bicycles on public transit.*

- *Assist member agencies to implement the Complete Streets Act by incorporating complete street considerations in the Valleywide Blueprint Implementation Roadmap.*

Goal: Improved bicycle safety through education and enforcement.

- Policies:*
- *Support the development and promotion of an education plan and program which increases awareness of the rights and behavior of bicyclists within the traffic environment.*
 - *Support enforcement of traffic laws related to cyclist behavior and cyclist/motorist conflicts.*
 - *Disseminate information to member agencies, school districts, and other appropriate agencies and organizations on model programs to increase bicycle helmet use and bicycle safety.*

Goal: Increased acceptance of bicycling both as a legitimate transportation mode on public roads and highways and as a transportation mode that is a viable alternative to the automobile.

- Policies:*
- *Maintain representation of the bicycling community on Fresno COG's Transportation Technical Committee.*
 - *Encourage, through educational and promotional efforts, bicycling as a transportation mode which promotes cleaner air, eases traffic congestion, conserves nonrenewable sources of energy, and promotes health.*
 - *Provide information to the public on the regional bikeway system and its support facilities.*
 - *Encourage member agencies to work with major employers to provide incentive programs for bicycling including shower facilities, guaranteed ride home programs and mileage reimbursement for work-related bicycling miles.*
 - *Publicize planning projects relating to bicycling through the dissemination of articles, newsletters, reports and other appropriate methods.*

Goal: Increased development of the regional bikeways system and related facilities by maximizing funding opportunities.

- Policies:*
- *Identify available bicycle funding sources and their requirements and provide this information to member agencies.*
 - *Work with member agencies to define priorities for, and progress towards, implementation of the regional bikeway system.*
 - *Disseminate information to member agencies and other interested groups regarding potential new bicycling project funding opportunities.*
 - *Provide favorable comments on reviews of grant applications for projects that seek to enhance bicycling facilities.*

3.7 Rail Goals

Goal: Develop a safe, efficient and convenient rail system which serves the passenger and freight needs of the region and which is integrated with and complementary to the total transportation system.

Objective: Promote the growth of rail passenger and freight usage.

- Policies:**
- *Seek ways to either relocate all mainline Burlington Northern Santa Fe passenger and freight rail traffic to the Union Pacific alignment through the City of Fresno or relocate BNSF and/or UP freight rail traffic to an alignment west of the Fresno Metropolitan Area to assure smoother, faster and safer service.*
 - *Consider development of a multimodal transportation terminal facility in, or in close proximity to, the Central Business District.*
 - *Give high priority to grade separation construction programs.*
 - *Close grade crossings of main lines with minor streets and alleys wherever possible to avoid unnecessary conflict.*
 - *Protect grade crossings of main lines with automatic gates.*
 - *Seek legislative changes to rail abandonment procedures to require that all lines proposed for abandonment be brought under public ownership as a precondition to abandonment.*
 - *Consider all advantages and disadvantages of projects, including economic, environmental, and social factors.*
 - *Endorse the following Amtrak San Joaquin Route passenger rail service improvements:*
 1. *Additional train service for the San Joaquin Route.*
 2. *Improved station facilities servicing the San Joaquins.*
 3. *Additional direct train service to Sacramento.*
 4. *Additional direct train service to the East Bay Area.*
 5. *Direct train service to Los Angeles.*
 - *Incorporate design awareness of multimodal transportation facilities in development of highway systems.*
 - *Support planning for rail services at a similar level of detail as is currently done for roads.*
 - *Support the planning and construction of a High Speed Rail System in the San Joaquin Valley which directly connects the major population centers within the Valley.*

Goal: Provide a transportation system that efficiently and effectively transports goods throughout Fresno County.

Objective: Increase the use of air and rail transportation and encourage an efficient truck transportation system.

- Policies:**
- *Encourage the multimodal movement of goods through Fresno County where possible.*
 - *Recognize freight rail service in Fresno County as a significant transportation mode, providing service to industry.*
 - *Special consideration should be given to transportation projects that improve the operational efficiency of goods movement and air quality..*

3.8 Air Quality Goals

Goal: Attainment and maintenance of federal and state air quality standards as set by the Environmental Protection Agency and the California Air Resources Board.

Objective: Implement all appropriate Transportation System Management, Transportation Demand Management, and Transportation Control Measure strategies as necessary to meet mandated state and federal clean air legislation.

- Policies:**
- *Implement all feasible strategies recommended in adopted State Implementation Plans (SIPs).*
 - *Insure consistency between and among the goals, objectives, policies, and implementation measures of the Regional Transportation Plan, the Transportation Improvement Program, and State Implementation Plans.*

Objective: Integrate land use planning, transportation planning, and air quality planning to make the most efficient use of public resources and to create a more healthy and livable environment.

- Policy:**
- *Consider air quality when planning transportation systems to accommodate expected growth in the community.*

Goal: Support regional planning efforts in addressing federal and state air quality standards as well as California greenhouse gas legislation.

Objective: Participate and support a coordinated transportation planning effort between the eight Regional Transportation Planning Agencies, Caltrans, the San Joaquin Valley Unified Air Pollution Control District, the Federal Highway Administration, Federal Transit Administration, the California Air Resources Board, and local agencies charged with land use planning.

- Policies:**
- *Coordinate air quality planning at the technical and policy level.*
 - *Participate in the transportation/air quality modeling program for the State*

Implementation Plan with the San Joaquin Valley Unified Air Pollution Control District.

Objective: Coordinate local air quality programs with regional programs and those of neighboring jurisdictions.

Policy:

- *Work with neighboring jurisdictions and affected agencies to address cross-jurisdictional and regional transportation and air quality issues.*

Objective: Educate and involve community members, especially those in the environmental justice community, in discussions of air quality policies, programs and issues.

Policy:

- *Work with community members and organizations to provide outreach and involvement in relevant air quality policies, programs and issues.*

Goal: **Provide for improved air quality through local planning and enforcement efforts regarding federal and state air quality standards as well as California greenhouse gas legislation.**

Objective: Adopt and implement appropriate land use, transportation, and air quality plans and strategies.

Policies:

- *Support the efforts of the San Joaquin Valley Unified Air Pollution Control District to integrate appropriate policies and implementation measures identified in the Air Quality Guidelines for General Plans into local general plans.*

- *Support the air pollution enforcement and educational efforts of the San Joaquin Valley Unified Air Pollution Control District.*

Objective: Create a transportation system that will encourage the significant use of public transit, walking or bicycle use for residents' daily transportation trips.

Policies:

- *Consider air quality and mobility when reviewing any proposed change to the transportation system in the community.*

- *Encourage projects proposing pedestrian or transit oriented designs at suitable locations.*

- *Support funding for park and ride lots at suitable locations serving long distance and local commuters.*

Goal: **Improve transportation mobility and operations by improving and utilizing transportation system management strategies which coordinate travel modes through operating, regulating, and service policies to achieve maximum efficiency and productivity for the whole circulation system.**

Objective: Plan for a multimodal transportation system that meets the mobility needs of the community and improves air quality.

Policies:

- *Pursue and use state and federal funds earmarked for bicycle and transit improvements.*

- *Ensure that upgrades to existing roads (widening, curb and gutter, etc.) include bicycle and pedestrian improvements in their plans and implementation where*

appropriate.

- *Encourage preservation of abandoned railroad right-of-way with no potential for use as light rail lines for use as bikeways and pedestrian paths.*
- *Work with cities to identify potential light rail corridors and ensure protection of the right-of-way from incompatible development.*
- *Support the use of suitable freeway and expressway right-of-way for light rail.*
- *Consider and implement measures to more fully utilize existing road networks prior to constructing more capacity.*

Objective: Improve vehicular flow and efficiency of the region's circulation system.

- Policies:**
- *Encourage traffic signal installation and synchronization programs in urbanized areas.*
 - *Encourage removal of on-street parking in heavily congested areas where practical.*
 - *Support installation of adequate left and right-turning pockets, as necessary.*
 - *Encourage the improvements of geometrics at signalized intersections to improve turning for large vehicles and circulation flow.*
 - *Support the installation of grade crossing improvements.*
 - *Support freeway message signs and ramp metering programs.*

Goal: **Improve transportation mobility and operations by improving and utilizing transportation demand management strategies which consist of managing human behavior regarding how, when, and where people travel.**

Objective: Encourage use of alternate transportation modes, flex hours, and mixed land uses resulting in a jobs/housing balance.

- Policies:**
- *Support rideshare outreach and public information programs.*
 - *Encourage employers to utilize flex hours, van pools, and telecommuting measures.*
 - *Support mixed land use developments which encourage a jobs/housing balance.*
 - *Plan for appropriately located transportation nodes to support public transit facilities.*
 - *Encourage the development of bicycle and pedestrian circulation systems.*

Goal: **Improve transportation mobility and operations by improving and utilizing transportation control measure strategies which consist of reducing vehicle trips, vehicle miles traveled, vehicle idling, traffic congestion, and increasing average vehicle ridership, to reduce motor vehicle emissions.**

Objective: Encourage the reduction of vehicular trips traveled which will reduce emissions, congestion, fuel consumption, and associated impacts.

- Policies:**
- *Support the development of employer-based trip reduction practices.*
 - *Support greater use of public transit systems through the provision of efficient and effective services.*
 - *Increase inter-city rail ridership through the addition of Amtrak services on the San Joaquin Route.*
 - *Support carpool and vanpool programs that reduce the use of single-occupancy vehicles.*
 - *Support Caltrans and local agency development of park-and-ride lots and referrals to public transit.*

Goal: **Reduce the consumption of and critical dependence upon non-renewable energy resources used in transportation.**

Objective: Conserve fuel for mass transportation purposes by influencing personal travel behavior and by encouraging the development of alternative fuel sources.

- Policies:**
- *Support transportation programs which have the lowest feasible levels of energy consumption while meeting reasonable mobility needs.*
 - *Promote ongoing voluntary fuel conservation actions which are economical and publicly acceptable.*
 - *Encourage the development of alternative fuel sources that will decrease vehicle emissions through the use of cleaner burning fuels for internal combustion engines, or through the use of electricity as an alternative energy source.*
 - *Encourage automobile manufacturers to improve auto technology to increase the fuel efficiency of new cars, buses, and trucks.*