

## AIR QUALITY

### POLICY: CLEAN UP OUR AIR

#### Introduction

Clean air is one of the most important factors determining the quality of life in the San Diego region. Although the quality of our air has gradually improved over the past ten years primarily because of controls on motor vehicles which have reduced tail pipe pollutants, the region exceeded the state standard for ozone on 96 days in 1989, 86 days in 1990 and 52 days in 1991, due to local sources.

#### Quality of Life Standards and Objectives

The California Clean Air Act of 1988 requires each air district to prepare and adopt a plan showing how that district will achieve the state's clean air standards. The plan is supposed to address both additional controls on stationary sources of pollution such as manufacturing and consumer products, and transportation control measures to reduce emissions from motor vehicles. The Act requires the San Diego region to achieve a 5 percent yearly reduction in emissions until state air quality standards are met.

SANDAG is responsible for developing and adopting the Transportation Control Measures (TCMs) to be included in the revised Regional Air Quality Strategy, based on the criteria adopted by the Air Pollution Control Board. The Air Pollution Control Board will approve the TCMs if they are consistent with the criteria.

The TCM Plan is designed to increase the number of people per motor vehicle during commuting hours to an average of at least 1.5 persons per car by 1999 (today we're at 1.1); achieve no net increase in vehicle emissions after 1997; reduce the rate of increase in vehicle trips to no more than the rate of increase in population; and implement all feasible transportation control measures.

SANDAG is also responsible for the preparation and adoption of the Congestion Management Program (CMP) required by state law. The CMP addresses both air quality and transportation issues. Traffic level of service and transit performance standards are established in the CMP. Design standards for new development and redevelopment to improve accessibility for pedestrians, bicycles and transit, and the TCMs will also be included in the CMP.

## Recommended Actions

The Strategy includes recommended actions for land use and transportation to reduce traffic congestion and improve air quality. These actions will be, or are already, part of the Transportation Control Measures (TCMs) of the revised Regional Air Quality Strategy and the Congestion Management Program.

The most important recommended actions are summarized below.

### 1. Land Use Actions

- a. The Strategy will recommend local and regional actions intended to reduce trip lengths and improve accessibility for the region's urban residents to jobs, shopping and other regional activities.
- b. The Strategy also will recommend design guidelines for new development and redevelopment to improve accessibility for pedestrians, bicycles and transit. The cities and County will add air quality programs (or elements) to their general plan which will include these guidelines.
- c. The state-required Congestion Management Program, which is an element of the Strategy, contains a "Land Use Analysis Program." The purpose of the Congestion Management Program is to improve the coordination among local land use actions, transportation improvements and the Regional Air Quality Strategy. The purpose of the Land Use Analysis Program is to reduce congestion by achieving "Level of Service" standards for streets and highways and performance standards for transit.

The Land Use Analysis Program has three parts:

- an enhanced California Environmental Quality Act (CEQA) review of large development projects by the local jurisdiction/project sponsor to ensure traffic analysis and mitigation for project impacts on the regional transportation system, including state highways, regional arterials, and transit;
- a regional cumulative impact analysis of all projects by SANDAG through the Regional Growth Forecast (Series 8); and
- the design criteria for new development mentioned in item 1b. above.

### 2. Regional Trip Reduction Program

The Regional Trip Reduction Program is one of the Transportation Control Measures in the Regional Air Quality Strategy. It attempts to reduce air pollution emissions

from motor vehicles by decreasing home-to-work and other vehicle trips, and shifting away from use of the single-occupant auto to carpools, transit and other alternatives.

Trip reduction involves government and business working together to encourage and make it easier to carpool, use transit, walk and bicycle, and telecommute. Examples of these types of actions are staggered work hours, employer provided vanpools, and cash incentives for ridesharing and using transit.

### 3. Transportation System Management

The primary Transportation System Management actions recommended in the Strategy are:

- a. Optimizing the timing of the traffic signals in the region to reduce congestion on streets and roads and help reduce air pollution from motor vehicles;
- b. Metering all freeway ramps in the urbanized area, where physically feasible, by 2000 to reduce traffic congestion; and
- c. Setting up a Regional Traffic Control Center at CALTRANS to inform motorists of traffic problems and alternate vehicle routes.

### 4. Transportation Capacity Expansion to Help Provide Alternatives to Driving Alone

These recommended actions are Transportation Control Measures in the Regional Air Quality Strategy. They provide alternatives needed to support the Trip Reduction Program summarized in item 2., above. The actions include:

- a. Expansion of transit capacity by about 17 percent over the capacity already planned for 2000;
- b. Vanpool programs for expanded suburban commuter express capacity;
- c. Designated lanes on freeways for carpools and buses;
- d. More parking spaces for park-and-ride commuters; and
- e. More bicycle facilities oriented to home-to-work travel.

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