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## CHAPTER 10.09 - TRIP REDUCTION AND TRAVEL DEMAND MANAGEMENT

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### **10.09.010 - Purpose.**

#### **A.**

The San Bernardino Associated Governments as Congestion Management Agency for San Bernardino County adopted the Congestion Management Program (CPM) on November 4, 1992. The CMP requires each local jurisdiction to adopt and implement a trip reduction and travel demand management ordinance that promotes alternative transportation methods.

#### **B.**

The trip reduction and travel demand management ordinance codified in this chapter is intended to satisfy the legal requirements of Chapter 6 of the Congestion Management Program.

*(Ord. 694 § 2 (part), 1993)*

### **10.09.020 - Applicability.**

This chapter shall apply to all employers located within the city limits who employ two hundred or more employees when fifty or more arrive at worksites during the peak travel period.

*(Ord. 694 § 2 (part), 1993)*

### **10.09.030 - Trip reduction.**

#### **A.**

The city will assist the Mojave Desert Air Quality Management District (MDAQMD) in identifying employers with two hundred or more employees. This data will assist the district in measuring the effectiveness of trip reduction as a means to reduce vehicle emissions in the Southeast Desert Air Basin (SEDAB), and provide evidence to support the district's determination whether or not to implement Rule 1701—Employer Based Trip Reduction.

#### **B.**

Continue to support both the city and county dial-a-ride and the fixed route service to the local area population for the purpose of shopping, medical and commuting.

#### **C.**

Continue to support public information programs which promote the use of alternative modes of transportation such as those provided through commercials on local television stations and

availability of bus schedules at various locations throughout the city. The city will continue to encourage public information programs which promote the use of alternate modes of transportation.

**D.**

Continue to promote land use regulations which have the potential to reduce vehicle trips (VT) and/or vehicle miles travelled (VMT) such as the MU (mixed use) land use district which permits mixed residential and commercial uses.

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*(Ord. 694 § 2 (part), 1993)*

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**10.09.040 - Travel demand management.**

**A.**

Definition. Travel demand management involves the implementation of strategies and programs which reduce traffic congestion, vehicle miles travelled (VMT), and/or vehicle trips (VT), which result in reduction of mobile source emissions. The following are measures being implemented by the city. Control measures implemented by the city, prior to being imposed by any other regulatory agency, will result in the city taking credit for trip reduction and corresponding improvements in the roadway and intersection level of service on the city's CMP network.

**B.**

Measures.

**1.**

New development is required to comply with the city's standard requirement of installing public sidewalks. This improvement provides for pedestrian use as an alternate transportation mode, and serves as a link to other transportation systems which encourage their use, thus reducing traffic congestion, VMT and VT. The city shall continue to install sidewalks in those limited areas of the city where development existed prior to the requirements for sidewalks with the 1911 Bond Act and Community Development Block Grant (CDBG) funds;

**2.**

The city (as the Barstow area transit and dial-a-ride) provides multiple occupancy vehicle service to the city and surrounding county area. Approximately eighty-five miles of roads are covered by the current route and monthly ridership exceeds twelve thousand. This service reduces traffic congestion, VMT and VT. The fixed route network will be periodically evaluated to determine appropriate changes and expansion based upon new development and levels of ridership;

**3.**

Traffic signal coordination and timing are being used to increase roadway efficiency and capacity during peak travel periods, resulting in improved vehicle movement. New signals are being installed by the city and by private development at locations where traffic volumes warrant and as determined by the city's traffic engineer. These improvements also result in improved vehicle movement;

**4.**

The city continuously reviews new development to determine if additional travel lanes for acceleration/deceleration purposes are needed, and prepares studies on existing streets to determine if travel lane restriping can be made to improve traffic flow and level of service;

**5.**

The city has received funding for the renovation of the Harvey House as a multi-modal transportation center. The center is located next to the Santa Fe Amtrak station in Barstow. The center currently accommodates Amtrak and Greyhound Bus lines passengers. The center is also the future site for the dial-a-ride and fixed bus route system;

**6.**

The city participated in the preparation of the Mojave Desert Air Quality Management District's Rule 1701—Employer Based Trip Reduction. The rule encourages participation in home-to-work commute alternatives by employers with two hundred or more employees, when fifty or more employees arrive at work sites during the peak travel period. The district is currently evaluating the effectiveness of the rule in terms of emission reduction. The city will cooperate with the district during this evaluation period.

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*(Ord. 694 § 2 (part), 1993)*

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