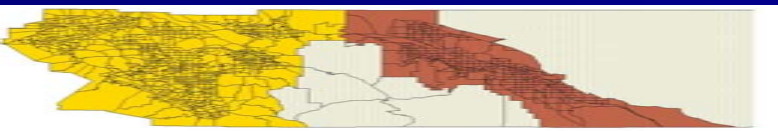


Introduction

- The RCIP models were developed to assess the traffic impact of the 2003 County General Plan as a component of the RCIP
- Since the adoption of the General Plan, the Southern California Association of Governments (SCAG) developed a new regional model for the year 2035 using TransCAD software
- The new regional model is far more enhanced in format and coverage and superior in software application compared to the previous generation of the SCAG regional model.



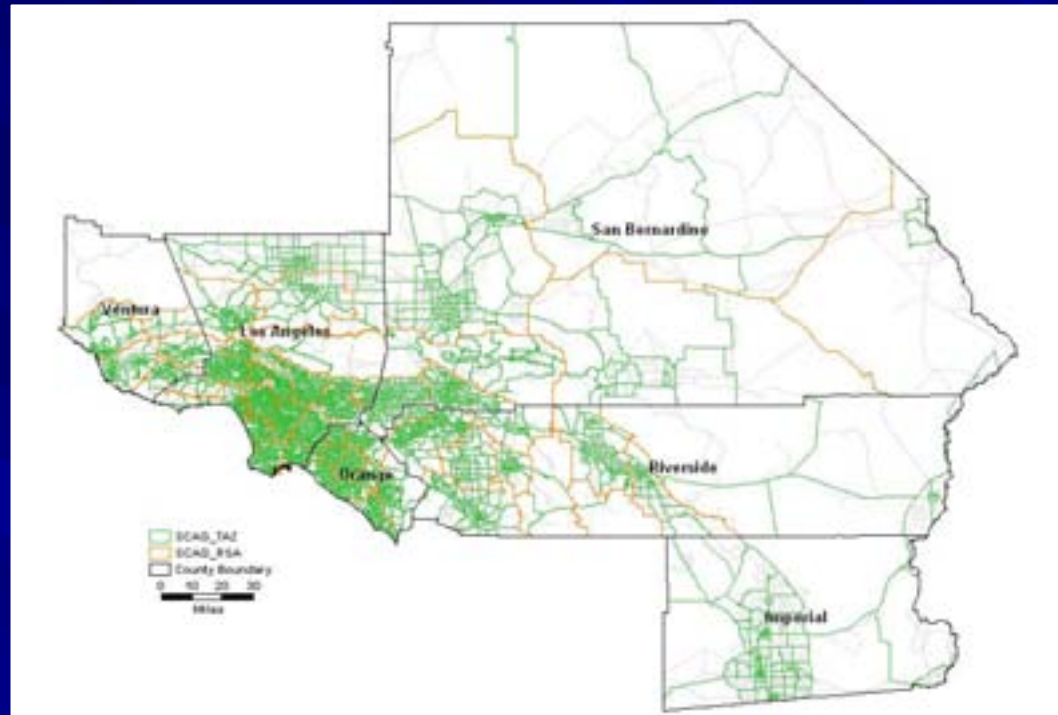
Introduction (cont'd)

- In April of 2007, Riverside County Transportation initiated a traffic study to develop the new Countywide Traffic Model
- One of the main reasons for developing the new Countywide Traffic Model is its intended use in the development of long range traffic forecasts for the 2008 County General Plan update
- The new Countywide Traffic Model is being developed with the cooperation of the County and regional agencies
 - RCTD
 - RCTC
 - WRCOG
 - CVAG
 - SCAG
 - Caltrans



SCAG New Regional Travel Demand Model

- The model is based on the latest 2000 census data and the related 2000 household travel characteristic survey
- The modeling area for the southern California region has also been expanded in this model to include Imperial County for the first time and the entire San Bernardino County (including the northeastern regions)



New Countywide Model for Riverside County



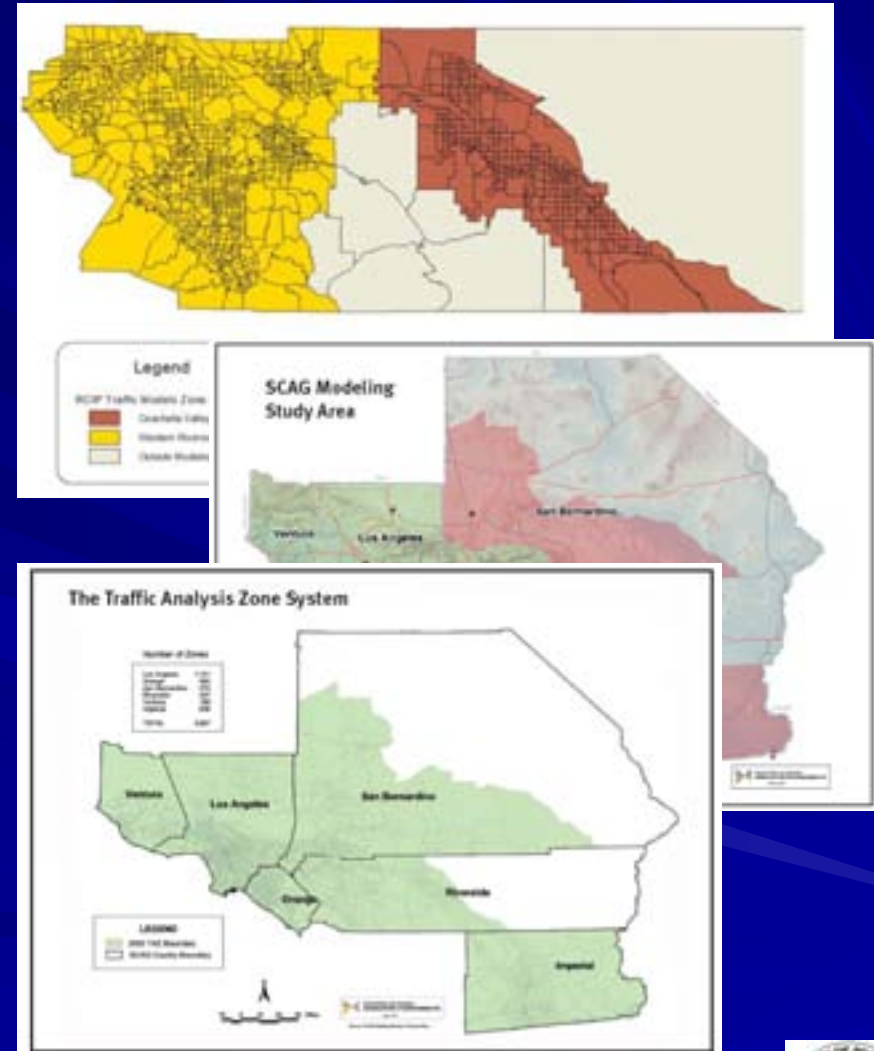
SCAG New Regional Travel Demand Model (cont'd)

- The Coachella Valley Area Transportation Study (CVATS) model has been added to the western Riverside area and completely integrated into the overall SCAG model, providing a complete and seamless coverage eliminating the need for two separate models for Riverside County.
- The new TransCAD software, adopted by SCAG provides enhanced state-of-the-art integration with GIS, which offers many benefits for advance planning and transportation use/land use coordination for the transportation and development review process
- Calibrated to Year 2000 travel behavior
- Validated to Year 2003 travel statistics



Prior Models in Riverside County

- **RIV/SAN Model** developed by SCAG and RCTC in early 1980's
- Developed as a focused model from the SCAG Regional Model, had detailed network and zones only in western Riverside and urbanized San Bernardino County areas
- Improved and updated for network and SED several times
- No direct heavy duty truck or transit component, but indirectly derived from SCAG Model

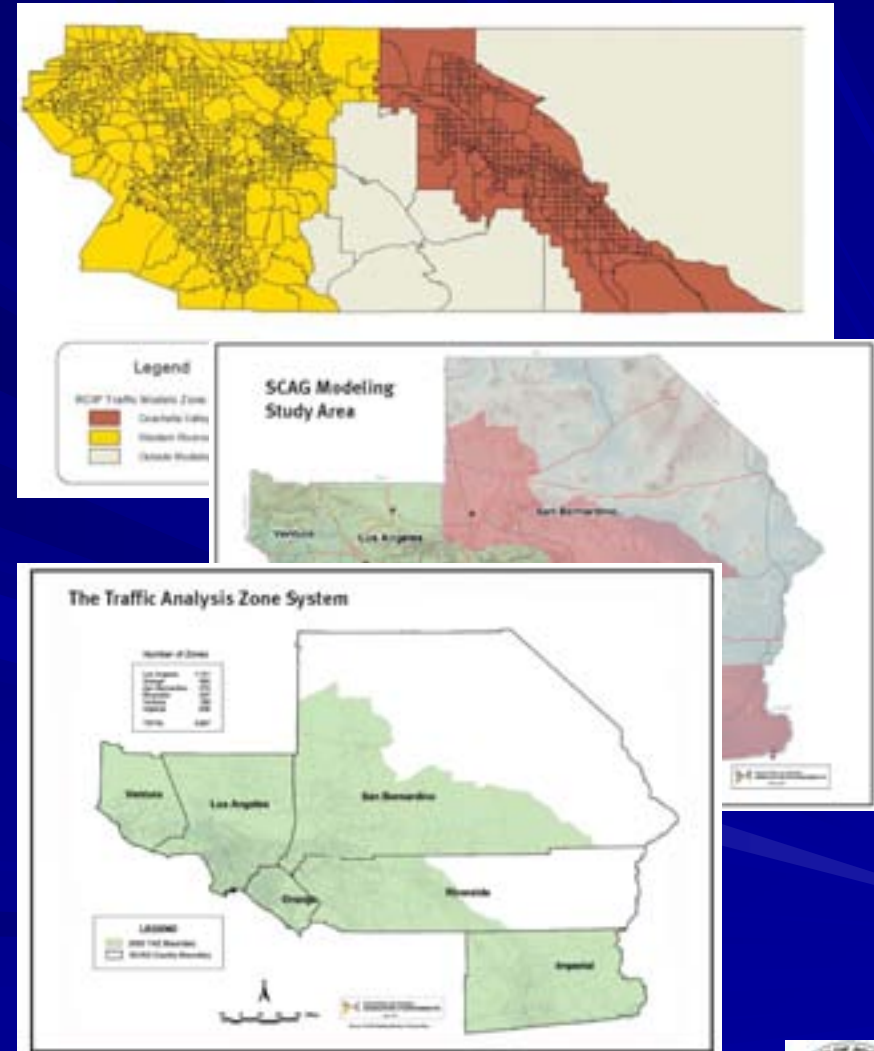


New Countywide Model for Riverside County



Prior Models in Riverside County (cont'd)

- No longer updated by SCAG
- **CVATS Model** developed by SCAG and CVAG in early 1980's
- Developed as a “windowed” model independent of the SCAG Model with unique Coachella Valley travel characteristics
- Improved and updated for SED and travel behavior several times
- Never had heavy duty truck or transit component
- Both models used separately for prior General Plan and RCIP efforts

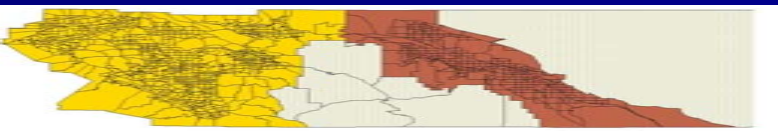


New Countywide Model for Riverside County



Current Challenges and Needs

- Current RCIP Models are not up to date in forecasting long-range travel demand in Riverside County
- Lagging behind regional model and RTP
- Multiple independent and un-coordinated forecasting efforts in western and Coachella Valley areas
- Need for Countywide updated and consistent land use/SED and infrastructure system data



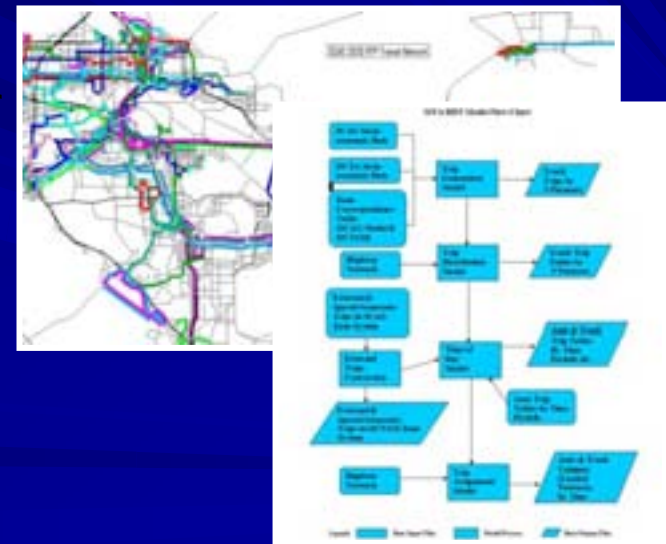
Current Challenges and Needs (cont'd)

- Need for Countywide transportation system connectivity between west and east County
- Need for independent dynamic transit modeling
- Need for dynamic heavy duty truck forecasting
- Connectivity with Imperial County



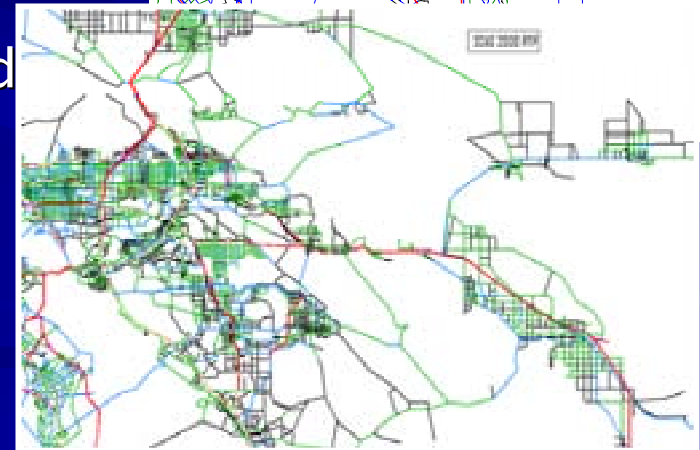
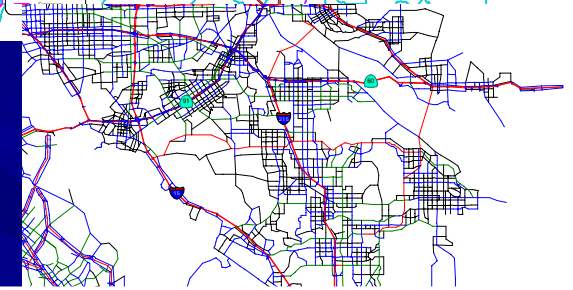
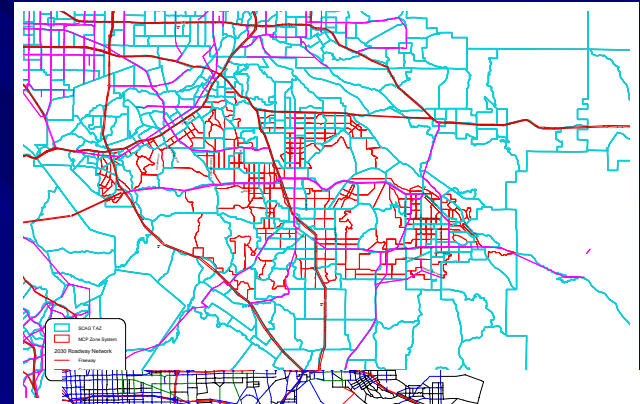
Goals and Objectives

- Develop consolidated Countywide model with full capabilities which focused on, refined and enhanced in Riverside County
- Unlike the current RCIP model, the new County model will have free-standing mode choice module and transit facility modeling capability that will be consistent with the SCAG regional model; but could be customized and used independently for development of transit forecasts, ridership projection and testing alternative scenarios in Riverside County; without the need or dependency to run this component at SCAG to develop alternative trip tables.



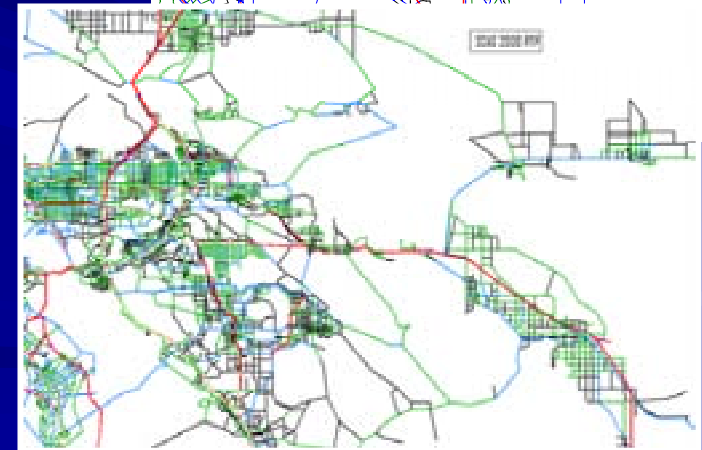
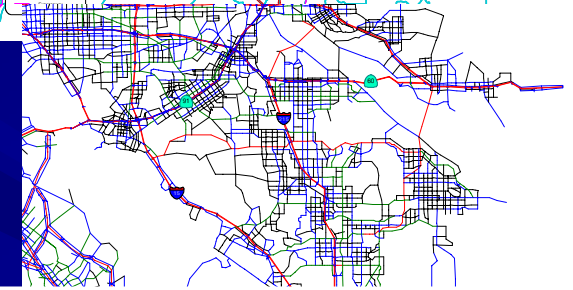
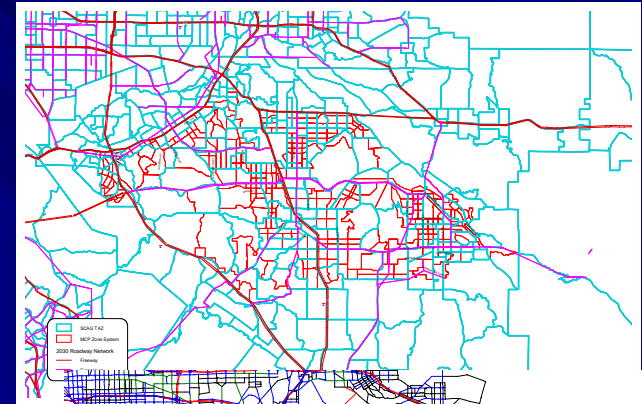
Benefits and Uses

- Use for Countywide General Plan Update and Circulation Element
- Uniform and consistent forecasting tool for County and cities
- All the latest SCAG regional model enhancements and features plus more detail in Riverside County
 - Refined Zones
 - Refined Network
- Latest Countywide land use policy and alternatives
- Validated at the County level



Benefits and Uses (cont'd)

- Better suited for County level applications than SCAG Model:
 - TUMF update
 - Area-wide specific plans
 - Benefit assessment districts
 - Facilities master plans
 - Corridor studies
 - Freeway mainline and interchange studies
 - Consistent source for development of local/City models
- Local access and availability
- Standardize and streamline the periodic update process



Progress to Date

- 18 Bi-weekly Technical Coordination Meetings
- Purchased new software and hardware for County
- Completed Model Development Methodology
- Coordination with and data collection from SCAG Inland Empire and Modeling staffs
- Coordination with and data collection from CVAG
- Developed 46 model validation screenlines
- Collected new 24-hour ADT traffic counts for nearly 400 locations
- Obtained additional counts from County, Caltrans and other local sources
- Developed comprehensive traffic count database
- Developed visitor/part-time resident trip generation methodology for Coachella Valley



Progress to Date (cont'd)

- Refined SCAG TAZs by adding over 1,300 new zones
- Refined SCAG network by adding over 570 centerline miles of arterials and highways not in the SCAG Model
- Reviewed arterial network classification/capacity assumptions and consistency
- Developed base year 2005 and existing 2007 detailed socioeconomic data by new TAZs
- Developed future highway and transit networks
- Completed overall model consistency checks with parent SCAG Model (trip generation, distribution, mode choice, County and RSA-level)
- Completed seven rounds of assignment validation
- Majority of screenlines well within traffic assignment validation standards
- Final refinements are in progress



Three Future Forecast Scenarios

1. Currently Adopted County General Plan
 - Current General Plan in County
 - City General Plans
 - SCAG 2035 outside
2. County General Plan Update 2035
 - GPU 2035 land uses in County
 - SCAG 2035 other
3. County General Plan Update Buildout
 - GPU Buildout land uses in County
 - City Buildouts (?)
 - SCAG 2035 outside

