



- Valley Commuter Rail Service, and the proposed Intercity Rail Corridor between Calexico and Los Angeles.
- C 13.2 Support continued improvements to AMTRAK and MetroLink rail passenger service within Riverside County and throughout the southern California region.
  - C 13.3 Support implementation of the San Jacinto Branch Line to serve planned industrial development.
  - C 13.4 Construct new grade separations or reconstruct existing grade separations as necessary for the smooth flow of traffic within the County consistent with plans developed by WRCOG and CVAG.
  - C 13.5 Provide additional grade crossing improvements as determined by the California Public Utilities Commission and the County. (AI 119)
  - C 13.6 Reserve, where warranted, the future use of abandoned rail right-of-way for alternative transportation purposes so that an integrated and mutually supportive set of transportation projects may be defined for Riverside County.
  - C 13.7 Dedicate right-of-way and land for future transit centers in community centers and/or major activity areas (high concentrations of employment and residential uses) and in areas that minimize noise impacts on surrounding residential and sensitive land uses.
  - C 13.8 Work to reduce conflicts between rail and other modes of transportation, particularly the highway system.

## AVIATION SYSTEM



*Airports serving the County are tied into the regional air transportation system and operate as an efficient and convenient transportation mode to accommodate the traveling needs of the people and move selected goods quickly in the highly competitive international marketplace.*



- RCIP Vision

The provision of general aviation facilities and services that meet the needs of the residents of Riverside County is an important component of the County's transportation system. To meet these needs, the County must facilitate coordination of County airport plans with aviation planning conducted by the State, the County Economic Development Agency, and local agencies related to transportation, land use, and financing. It will also be important for the County to provide civilian airport facilities for general aviation and emergency purposes, and to protect airports from encroachment of future development within areas that would be subject to extreme noise from aircraft as defined in the Noise Element. Airports used by County residents and businesses are tied into the regional air transportation system. These airports must continue to operate efficiently and provide convenient transportation to accommodate future traveling needs and the movement of goods.

### Regional Aviation Facilities

There are five major commercial airports in southern California used for passenger service by residents of Riverside County, including: Palm Springs International Airport, Ontario International Airport (San Bernardino County),




Orange County - John Wayne Airport, Los Angeles International Airport, and Lindbergh Field (San Diego County). Of these, only Palm Springs International Airport is located in Riverside County. In addition to the regional air passenger airport facilities, the March Inland Port/Air Reserve Base is located in Riverside county along Interstate 215 near Perris. This airport provides regional air cargo service and also continues to function as the Air Reserve Base in Riverside County.


### Local Aviation Facilities

Locally within Riverside County, the following nine public-use general aviation airports are in use: Flabob Airport, French Valley Airport, Hemet-Ryan Airport, Bermuda Dunes Airport, Desert Resorts Regional Airport, Chiriaco Summit Airport, Desert Center Airport, Riverside Municipal Airport, and Blythe Airport.

#### Policies:

- C 14.1 Ensure the development of appropriate land uses near County airports, as specified in the Riverside County Airport Land Use Plan. (AI 3)
- C 14.2 Implement and maintain Airport Land Use Plans for public use airports to address compatible land use designations, noise issues, environmental impacts and safety considerations within and adjacent to each airport facility.
- C 14.3 Enforce federal and state regulations related to land use planning around airport facilities with the cooperation of the County Economic Development Agency.
- C 14.4 Recognize and support policies contained in the March Joint Powers Authority General Plan, the Desert Resorts Regional Airport Plan, and the Inland Ground Access Plan.
- C 14.5 Encourage the use of noise-reducing flight procedures for airplanes and helicopters, such as maintaining flight altitudes or using flight patterns that avoid noise-sensitive neighborhoods.

 Please see the **Land Use Element** and the **Noise Element** for additional policies related to Airports.

 **The Non-Motorized Transportation Plan for the Western Riverside County Sub-Region** was prepared by the Western Riverside Council of Governments in April, 1996. It assesses the need for non-motorized transportation facilities and programs and includes a proposed subregional non-motorized transportation network, along with supporting policies and programs, funding guidelines, and other implementation measures and strategies.

### NON-MOTORIZED TRANSPORTATION

Riverside County is linked by a diverse integrated system of non-motorized mobility facilities (Figure C-5) that include trails that traverse urban, rural, and natural areas. These non-motorized facilities not only provide a viable alternative to the automobile, they also provide a recreational amenity that adds to the quality of life in the County of Riverside.

Riverside County accommodates safe and convenient facilities for non-motorized modes of transportation that enhance the future livability and character of the County. The County's non-motorized transportation systems connect community centers, residential neighborhoods, recreational amenities, employment centers, shopping areas, and activity areas. To satisfy the need for