



industrial growth is expected within the County, the scale of industrial-related truck traffic will continue to increase. It is anticipated that the region's truck volumes will increase by 40 percent through Year 2020.

Freight Rail

The Union Pacific (UP) and the Burlington Northern Santa Fe (BNSF) Railroads provide freight service in Riverside County, connecting the County with major markets within California and other destinations north and east.

Air Cargo

Air cargo is the fastest growing method of transporting goods in and out of the southern California region, and is expected to continue to increase at a faster rate than passenger air service. The Los Angeles (LAX) and Ontario International Airports are the major cargo handling airports in southern California. Both of these airports handle about 96 percent of all the air cargo movement, with LAX alone accounting for 79 percent of the air cargo traffic. Trucking, rail, and air cargo operations in this area make it one of the larger multi-modal freight management and distribution complexes in the nation. Land development is occurring in support of these functions, extending into the Mira Loma and Norco areas of Riverside County.

The March Air Reserve Base is currently a joint use status land use. The Air Reserve Base will gradually reduce the military use of this facility and begin to increase the amount of goods and cargo that can be accommodated at this site. As the amount of goods transported into this area via the March Air Reserve Base increases, so does the potential to establish viable land uses that can make use of this facility. This area can be used to accommodate the increased growth in goods movement, with the potential to become a passenger airport.

Policies:

- C 24.1 Implement street and highway projects to provide convenient and economical goods movement in areas where large concentrations of truck traffic exist. (AI 43)
- C 24.2 Implement roadway standards, where practicable, to accommodate large trucks where extensive truck travel involving regional movement of bulk goods is anticipated.
- C 24.3 Support continued operation of the regional freight rail system, which offers safe, convenient, and economical transport of commodities.
- C 24.4 Support provisions to physically separate heavily traveled rail lines from heavily traveled streets and roads. (AI 119)
- C 24.5 Create grade separations that locate arterials under or over rail lines that carry substantial amounts of freight from the ports along critical routes such as the Los Angeles-Orangethorpe-Riverside rail freight corridor. (AI 119)



- C 24.6 Address alternatives for intermodal shipment for industries affected by abandonment of rail facilities.
- C 24.7 Encourage the efficient movement of goods by rail through development of efficient intermodal freight facilities and a shift of a portion of the goods previously moved by trucks onto the rail freight system.
- C 24.8 Identify street and highway improvement and maintenance projects that will improve goods movements and implement projects that are economically feasible.
- C 24.9 Study commercial truck movements and operations in the County and establish truck routes away from noise-sensitive areas where feasible. (AI 43)
- C 24.10 Limit truck traffic in residential and commercial areas to designated truck routes; limit construction, delivery, and truck through-traffic to designated routes; and distribute maps of approved truck routes to County traffic officers. (AI 43)
- C 24.11 Encourage the construction of truck-only lanes where appropriate.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Intelligent Transportation Systems (ITS) are utilized to improve the safety and performance of the surface transportation system using new technology in detection, communication, computing, and traffic control. These systems increase the efficiency and safety of the regional transportation system and can be applied to arterials, freeways, transit, trucks, and private vehicles. Further, traveler information is critical in order to lessen the impacts of accidents and other special events in the region, which ultimately may reduce delay and congestion.

The Inland Empire ITS Strategic Plan was approved by the Riverside County Transportation Commission (RCTC) in 1997. The Strategic Plan contains a list of goals and policies to be followed by responsible agencies within the County to achieve a viable ITS infrastructure that improves mobility and enhances safety within the region. Nine core ITS components have been identified by RCTC that are needed to deploy a comprehensive set of ITS services throughout the metropolitan areas. These components are:

- a. Traffic Signal Control;
- b. Freeway Management;
- c. Transit Management;
- d. Incident Management;
- e. Electronic Fare Payment;
- f. Electronic Toll Collection;
- g. Railroad Grade Crossings;
- h. Emergency Management Services; and