



### **Common Carriers**

Greyhound Bus Lines provides private transportation services that link the principal population centers of the County with other regions. This includes east-west service connecting Blythe, Indio, Palm Springs, Banning/Beaumont, and Riverside (via San Bernardino). The service continues westward to downtown Los Angeles. North-south service connects Riverside with Temecula, continuing southward to San Diego.

#### **Policies:**

- C 9.1 Support all operator efforts to maximize revenue sources for short and long range transit needs that utilize all funding mechanisms available including federal grants, state enabling legislation, and farebox revenue. This can be accomplished through the Riverside County Transportation Commission (RCTC) and development of the Short and Long Range Transit Plans.
- C 9.2 Support transit operators' programs to foster transit usage.
- C 9.3 Encourage the development of a mass multi-modal transit system with reduced noise characteristics.
- C 9.4 Encourage local and regional public transit providers to ensure the equipment they use and operate does not generate excessive noise impacts on the community. (AI 105)
- C 9.5 Properly maintain transit lines and encourage operational restrictions (e.g. hours of operation, speed limits) at times that will reduce adverse noise impacts in residential areas and other noise sensitive areas.

### **Paratransit Service**

The County supports reliable, efficient, and effective paratransit service by encouraging development of service systems that satisfy the transit needs of the elderly and physically handicapped. Paratransit services are transportation services such as car pooling, van pooling, taxi service, and dial-a-ride programs.

#### **Policy:**

- C 10.1 Support programs developed by transit agencies/operators to provide paratransit service. (AI 50)

### **Fixed Route Transit Service**

The County supports fixed-route, scheduled bus services that have convenient access to major population, economic, institutional, recreation, community, and activity centers. Fixed route transit services include urban and suburban rail, and bus systems. These services operate on regular schedules along a designated route, and can be used as additional transportation alternatives within the County. Congested roadways will increase as the population increases;



therefore, it is important to continue to develop and enhance transit services to encourage the transit use as an alternative to the automobile.

### Policies:



- C 11.1 Reserve right-of-way to accommodate for designated transit service. (AI 3, 52)
- C 11.2 Incorporate the potential for public transit service in the design of developments that are identified as major trip attractions (i.e., community centers, tourist and employment centers), as indicated in ordinances Regulating the Division of Land of the County of Riverside.
- C 11.3 Design the physical layout of arterial and collector highways to facilitate bus operations. Locations of bus turn outs and other design features should be considered.
- C 11.4 Offer incentives to new development to encourage it to locate in a transit-oriented area such as a community center or along a designated transit corridor near a station. (AI 9)
- C 11.5 Accommodate transit through higher densities, innovative design, and right-of-way dedication.
- C 11.6 Encourage the designation of exclusive transit-only lanes on freeways.
- C 11.7 Promote development of transit centers and park-n-rides for use by all transit operators, including development of multi-modal facilities.

## Transit Oasis and Transit Centers



*The Transit Oasis concept, description, and policies are currently under review and consideration by the County. This section is subject to change at the time the Transit Oasis concept and locations are finalized and/or approved.*

The issue of mobility in the future of Riverside County is integral to the issues of quality of life and economic competitiveness. The ability to efficiently maneuver within and outside of Riverside County is hindered by a number of factors, including sprawl, congestion, the lack of travel options, and a dependency on a single form of transportation, such as the automobile. The County of Riverside is working closely with RCTC, transit agencies, and local governments to establish efficient transit connections among areas of activity and concentrated development.

The Transit Oasis is a unique mobility concept that can be particularly effective in Riverside County and provide a viable option to the automobile. The Transit Oasis is a system that can provide transit service to concentrations of employment, community activity, and residences while maintaining reasonable travel times and just as importantly, be built and operated at a reasonable cost. Equally as important, the Transit Oasis is designed to operate within the moderate intensities of development that are prevalent in Riverside County.

The concept of the Transit Oasis is to provide an integrated system of local serving, rubber-tired transit that is linked with regional transportation