



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



opportunities. In this manner, convenient options to travel are provided. In the Transit Oasis, the transit vehicles would be given prioritization on roadways so they could operate at consistently high frequencies and regular intervals. A one-way loop, with stops within a 5-minute walk, can effectively serve about 1.5 square miles with 10-minute frequencies of service and require only a single vehicle and a single lane right-of-way. The Transit Oasis would be used by existing transit operators.

The intent of the project is the integration of the Transit Oasis into the predominately suburban lifestyle of Riverside County. To operate efficiently, this system should be located in areas of concentrated development, and areas of high activity. As envisioned, the Transit Oasis is an fundamental part of the community that is designed to fit with the density, scale, pedestrian friendly atmosphere, and safe environment of each neighborhood or community center. Community centers provide the type of concentrated development patterns, residential densities, and employment intensities that are necessary to allow the Transit Oasis concept to become a reality. In essence, the Transit Oasis provides an amenity and identity that help to reinforce an area or community center as the focus of the community.

The establishment of Transit Centers are an important component of the Transit Oasis system. The Transit Center serves as the main station location on the regional backbone system which is fed by the Transit Oasis. The Transit Center is a part of the Transit Oasis system, but it is the focal point that acts as the interface between the local collector service and the regional express service. Transit Centers contribute to the success of the transportation system by providing hubs of activity that can be linked together by the Transit Oasis system.

#### **Policies:**

- C 12.1 Support the development and implementation of the Transit Oasis concept in conjunction with RCTC, local transit operators, and cities. (AI 50)
- C 12.2 Support the development of high-speed transit linkages, or express routes, between community centers and other major nodes of activity. (AI 26)
- C 12.3 Establish a system of transit priority treatments or dedicated travel lanes to facilitate movement by the Transit Oasis vehicles within community centers and other major nodes of activity, where feasible.
- C 12.4 Comply with, to the extent possible, performance standards and guidelines for the development of Transit Oasis established by the Riverside Transit Agency and the Riverside County Transportation Commission. These guidelines should be crafted to integrate each Transit Oasis with the quality, character, and scale of the community centers and/or surrounding development.
- C 12.5 Support the development of Transit Oasis by the Riverside County Transportation Commission utilizing the following guidelines:



- a. Locate Transit Oasis in community centers, areas of concentrated development, and areas of high activity.
- b. Integrate the Transit Oasis with the quality, design, and character of surrounding development.
- c. Provide transit stops within a 5-minute walk (approximately 0.2 miles) of major activity areas.
- d. Provide convenient and safe pedestrian access to and from transit stops.
- e. Provide adequate off-street parking in appropriate locations.
- f. Link each Transit Oasis with the available regional transportation system
- g. Design the local Transit Oasis in such a manner that access to the regional transportation system is provided at approximately 10-minute intervals.

C 12.6 Support development of transit centers in community centers, including the dedication of land, where possible.



*A regional high speed rail system is proposed that will connect major regional activity centers and significant inter-/multi-modal transportation facilities in Los Angeles, Orange, Riverside, and San Bernardino Counties by the year 2020. This system would also provide connection to the San Diego region and connect with the proposed high-speed rail system in northern California. On July 21, 1999, the California High Speed Rail Authority adopted a plan for an inland route for the system.*

## Passenger Rail System

The passenger rail system within the County is vital to the mobility of the region. This system provides movement for people within and outside of the County's jurisdiction. Riverside County will continue to support operation of passenger and freight rail systems that offer efficient, safe, convenient, and economical transport of County residents and commodities. The proposed California high-speed rail system will directly serve residents and businesses in Riverside County, enabling the County to compete in the global economy.

### AMTRAK

The only AMTRAK station located in Riverside County is in the City of Palm Springs. This station provides connecting AMTRAK service to points west including Los Angeles, and to points east including Tucson, Arizona, and El Paso, Texas. AMTRAK does provide bus connections to and from other Riverside County areas to the San Bernardino AMTRAK station on a daily basis.

### Metrolink

Commuter rail in the southern California region has significantly grown along with the Riverside Metrolink system from 133,000 passengers in 1992 to 927,000 passengers in 1997. The Riverside Line generally runs trains from Riverside to Los Angeles. Metrolink currently has multiple stations located in Riverside County including: Pedley Station, Riverside-Downtown Station, Riverside-La Sierra Station, and West Corona Station. Long-term plans call for an extension of the Riverside Transit Corridor, in accordance with performance standards, along the San Jacinto branch line to the City of Hemet.

### Policies:

C 13.1 Support continued development and implementation of the Riverside County Transportation Commission Rail Program including new rail lines and stations, the proposed California High Speed Rail System with at least two (2) stations in Riverside County, the Coachella