



- 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



- 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),