

The Intercommunity Traveller



*A Riverside-Palm Springs Transit Proposal
May 22, 1992*

BACKGROUND: RTA AND SUNLINE

Over the past few decades, the Inland Empire and the Coachella Valley have been two of the fastest-growing areas in the United States. During this time, both the Riverside Transit Agency and Sunline Transit have made several improvements in their transit services. RTA routes now extend to places such as Temecula, Hemet and Banning; Sunline has recently provided improved service to Thermal and Mecca, two rural areas outside of the built-up portion of the Coachella Valley. In the near future, several proposed Metrolink commuter rail lines and a possible Amtrak rail line will round out the public transportation picture even further.

INTERCOMMUNITY TRANSIT: A NEW LOOK AT AN OLD IDEA

As the RTA and Sunline systems grow and expand, the possibility of transit service connecting the two service areas should be explored.

The idea of a transit route connecting Riverside and Palm Springs is not new. In fact, in the Riverside County Short Range Transit Plan, 1979-1983, such a service was under consideration. In early 1990, an experimental express service was operated by Sunline between Banning and Palm Springs. This service, which consisted of one round trip per day, was discontinued after only a few months.

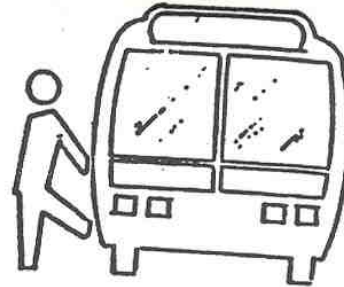
EXISTING TRAVEL ALTERNATIVES

Greyhound currently operates several trips between Riverside and Palm Springs. However, there is no service to Moreno Valley, some points along the route are served only a few times daily, and the service is oriented toward long distance trips (Los Angeles to Palm Springs, rather than Banning to Palm Springs, for example). Additional Amtrak service to the Coachella Valley is under study at this time, and will not start for several years.



THE RTA - SUNLINE CONNECTION: A JOINT EFFORT

This new service could be jointly operated and/or supported by both RTA and Sunline. Similar arrangements are in effect all over California; the *Inland Empire Connection* bus service, operated by RTA, Omnitrans, Orange County and Los Angeles County is a prime example. Other such services operate between different transit districts in the Bay Area.



Service may be operated using the buses and/or drivers of RTA, Sunline, one of a number of private carriers, or any combination thereof. (Most of the existing joint projects mentioned earlier involve a private carrier.)

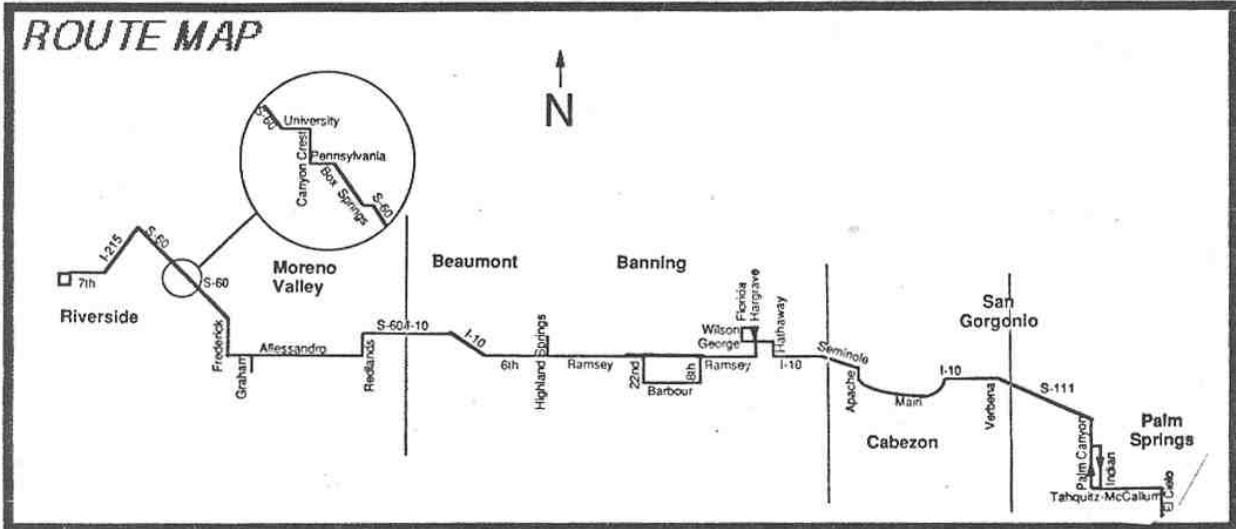
INITIAL SERVICE

For the initial demonstration, two vehicles will provide service between the Riverside Terminal and the Palm Springs Airport every two hours and fifteen minutes (every 150 minutes). Stops will be made at UCR, in Moreno Valley (at Townsgate Center and along Alessandro Blvd) and along 6th and Ramsey Streets in Beaumont and Banning. The shopping areas along Seminole Drive, downtown Cabazon (Main/Broadway) and San Gorgonio (via the I-10/ Verbena exit stop formerly used by Sunline) would also be served along the way to Palm Springs. Once there, the bus would travel to the airport via Palm Canyon or Indian and Tahquitz Canyon.

This level of service presented in this report represents 32 bus-hours of revenue service per day (including breaks). If demand and/or funding permits, additional runs could be added to improve the frequency. Five buses will be required to provide hourly service on the route.



The route is divided into four fare zones: Riverside/Moreno, Banning/Beaumont, Cabazon/San Gorgonio, and Palm Springs). Base fares charged in each zone mirror those of the local bus service (\$.60 in Riverside and Moreno Valley; \$.50/zone in the other three zones). RTA and Sunline passes are accepted as base fare in their respective service areas; transfers to and from connecting transit services will be issued and accepted.



- Sample Schedule derived by comparison of running times on current and former RTA, Sunline, Greyhound and Banning Transit schedules. Therefore, actual schedule may differ somewhat.
- The route has been adjusted in order to provide a trip arriving at UCR at 7:50 a.m. for student convenience.
- The route, as did the former Sunline "Banning Express", makes a stop at the Child Care Facility at Florida/Wilson in Banning.
- There are 15 minute rest breaks at both ends of the route; they can be shortened if possible.

SAMPLE SCHEDULE

BUS RUN	Dntn Term	UCR	Towns Gate	6th Beau	Pass Hosp	Ramsey Sunset	I-10 Hath	VChno PlmCyn	P.S Arpt
1	0530	0535	0550	0625	0630	0645	0710	0725	0745
2	0800	0805	0820	0855	0900	0915	0940	0955	1015
1	1030	1035	1050	1125	1130	1145	1210	1225	1245
1	0100	0105	0120	0155	0200	0215	0240	0255	0315
1	0330	0335	0350	0425	0430	0445	0510	0525	0545
2	0600	0605	0620	0655	0700	0715	0740	0755	0815

BUS RUN	P.S Arpt	VChno PlmCyn	I-10 Hath	Ramsey Sunset	Pass Hosp	6th Beau	Towns Gate	UCR	Dntn Term
2	0540	0600	0615	0640	0655	0700	0735	0750	0800
1	0800	0820	0835	0900	0915	0920	0955	1010	1015
2	1030	1050	1105	1130	1145	1150	1225	1240	1245
1	0100	0120	0135	0200	0215	0220	0255	0310	0315
2	0330	0350	0405	0430	0445	0450	0525	0540	0545
1	0600	0620	0635	0700	0715	0720	0755	0810	0815
2	0830	0850	0905	0930	0945	0950	1025	1040	1045

FARES

	Riverside Moreno	Banning Beaumont	Cabazon SGorgon	Palm Springs
Riverside Moreno	.60			
Banning Beaumont	1.10	.50		
Cabazon SGorgon	1.60	1.00	.50	
Palm Springs	2.10	1.50	1.00	.50

- Base fares are \$.60 in Riverside/Moreno; \$.50 elsewhere
- Fares shown are regular fares; discount fares for elderly/handicapped are approximately one half of those shown
- One base fare is charged for each zone entered
- Transfers to connecting transit services will be issued (A \$.25 charge applies to passengers boarding in Palm Springs)
- Transfers from connecting services will be valid for one base fare

STILL TO BE RESOLVED...

A few things that need to be considered are:

Differences in elderly/handicapped fare rates and administration between RTA and Sunline. (Such discount fares are always in effect on RTA; Sunline only offers them during "off-peak" times)

The Americans with Disabilities Act regulations regarding intercity transit services. (This route probably could be considered similar to the Inland Empire Connection routes for ADA purposes)

Development of a joint RTA/Sunline pass

Reconsideration of the "one-transfer-per-one-way-trip" policies of both RTA and Sunline. Because of the longer trips possible with the interconnecting service, additional transfers may be needed for some trips.

A possible future service improvement by providing "semi-express" service via two alternate routes. One route would provide local service between Riverside and Beaumont, then express to Palm Springs; the other would serve local stops between Palm Springs and Banning, then express to Riverside.

THE INTERCOMMUNITY BUS SERVICE WILL:

Provide direct service to the following cities and points of interest:

Riverside	UCR	Moreno Valley	Townsgate Center	MAFB
Beaumont	Banning	S. G.Pass Hospital	Stagecoach Plaza	Cabazon
Desert Factory Outlet		San Gorgonio	Palm Springs	P. S. Airport

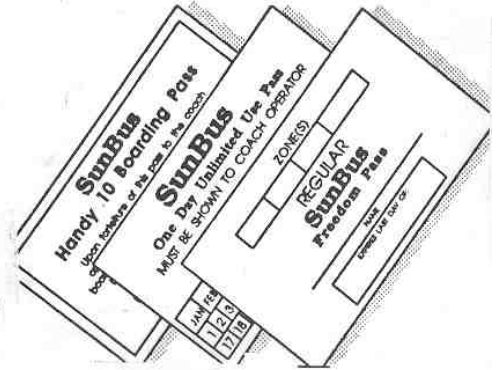
(Many more destinations available through transfer connections)

Provide direct service between **Beaumont/Banning** and **Riverside** via **Moreno Valley**. (Existing trip requires several transfers)

Improve local transit service in Banning and Beaumont, and providenew service in Cabazon

Provide feeder service to upcoming **Metrolink** commuter rail lines from Riverside and also, provide complementing service to possible Amtrak Coachella Valley rail line.

Encourage other transit agencies, both local and statewide, to consider operating similar joint transit services.



Route Planning and Graphic Design by
Charles P. Hobbs

Los Angeles, CA 90034 (310)



SunLine Transit

JOINT BOARD OF DIRECTORS MEETING

**8:30 A.M., FRIDAY, MAY 22, 1992
HIGHLAND SPRINGS RESORT
10600 HIGHLAND SPRINGS AVENUE
BEAUMONT, CALIFORNIA**

- 1. CALL TO ORDER**
- 2. FLAG SALUTE**
- 3. SELF-INTRODUCTIONS**
- 4. PUBLIC COMMENTS - NON-AGENDA ITEMS**
Members of the public may address the Board concerning any matter not appearing on the agenda for this meeting. Each person's presentation is limited to a maximum of five minutes.
- 5. UPDATE ON SUNLINE TRANSIT AGENCY ACTIVITIES**
- 6. UPDATE ON RIVERSIDE TRANSIT AGENCY ACTIVITIES**
- 7. AREAS FOR COORDINATION**
 - A. Training*
 - B. Information Sharing*
 - C. Reporting Requirements*
 - D. Marketing*
- 8. BOARD MEMBER DISCUSSION**
- 9. REMARKS AND ANNOUNCEMENTS**
- 10. ADJOURNMENT**