The Transit Coalition FUTURE VISION
91 Freeway Corridor

Metrolink MAX

Rapid Express Buses

sbX Rapid via 91 Express Lanes

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High Speed Rail done right

BNSF, UPRR Intercity Passenger Service?

Multi-Modal Mobility

A cost-efficient hybrid blended passenger rail system through this area could allow high-speed trains to use existing, upgraded commuter and intercity rail corridors—using a combination of electrification, repurposed grade crossings, positive train control, and/or upgraded rail cars.

Cost-efficient upgrades would create productive high-speed service and would therefore allow private capital to define affordable intercity HSR links for the I-15 corridor and Anaheim-Ontario-Las Vegas corridor.

Imagine taking a Metrolink train from Murrieta to the Ontario Airport, an Amtrak train from Corona to Palm Springs, or a future high-speed private investor train to Las Vegas or Phoenix. This can be a reality with your help.

The Transit Coalition aims to increase combined Metrolink, Amtrak and private sector train frequencies for the LA-Fullerton-San Bernardino rail corridor to 30 minutes between trains, including late at night and weekends. Through our Metrolink MAX campaign, some of these trains would utilize future I-5 and I-215 rail corridors through Murrieta into San Diego. Imagine having a fast, reliable, cost-effective and productive regional public rail system throughout Southern California.

In addition to rail options, the 91 corridor would benefit with express buses cruising along the 91 Express Lanes from early morning through late night with possible real service on Friday and Saturday nights. This would link Riverside Downtown with Anaheim. The second would link Lake Elsinore with Fullerton. Each line would operate every 10 minutes during peak hours and at least hourly at other times. The routes would stop at transit stations and major hubs along the way. End-to-end trips would last about an hour.

In addition, four peak commuter limited stop DC Express bus routes would link the Inland Empire with the Irvine Business Complex, South Coast Plaza, Anaheim, and CSU Fullerton.

Long Beach (Proposed)

We want Toll Lanes done right: 91 Express Lanes

Inland Empire toll lanes need FREE non-transponder carpooling.

Because the 91 Express Lanes facility is now publicly owned and the existing HOV lane through Corona will be converted into HOT lanes. The Transit Coalition believes it is essential for carpoolers to have free access to the 91 Express Lanes without a requirement for transponders and objects to pre-registration policies that would result in a reduction of carpools instead of single occupancy vehicles.

Better Usage Policy:
3+HOV’s OR FastTrak

Supply and Demand Tolls for Non-HOV’s

No more Carpool Cheating!

The state government should consider increasing the cappool violation fine to $500 and make it a one-point moving violation to fund better intelligence-driven enforcement for California freeways, capacity lanes, and high occupancy toll lanes.

Concepts Only / Not endorsed by any public entity - DO NOT USE FOR TRIP PLANNING

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