

APPENDIX B: COMMUNITY PLANNING AND PROJECT DEVELOPMENT

When a local jurisdiction (city or county) begins the process of creating or updating a general plan, specific plan, or roadway project, or to review a development proposal, there is an opportunity to incorporate transit into the planning process. For examples and more information, see Omnitrans' document on Transit-Oriented Development⁵.

Omnitrans shall be provided the opportunity to review and respond to all proposed plan changes before and during the public review process. Any amendments to these plans that will have a direct impact on the location of stops should be forwarded to Omnitrans for review and comment. For new developments being planned, adjacent bus stops should be improved with ADA-compliant sidewalk boarding area, concrete bus pad in the pavement, and preferably amenities such as bench, trash can, or shelter.

Omnitrans will use the Development Review Flow chart in considering changes to bus stops as well as standards and recommendations in the Transit Design Guidelines.

Communications should include the name of the contact person at the jurisdiction, and the name and contact information of the developer. Omnitrans will review the plans and consult with the jurisdiction or others as necessary to properly comment on the plans. Omnitrans will provide written comments on the plans to the jurisdiction. Revised plans should be returned to Omnitrans along with prior comments for subsequent reviews.

Meeting invitations, notices, scoping letters, and copies of plans should be sent to:

Planning@Omnitrans.org

Or mailed to:

Strategic Development Department, Omnitrans
1700 W. Fifth St.
San Bernardino, CA 92411

It is recommended to include a transit element in community general plans, with information such as proposed bus routes, transit centers, and planned BRT corridors. Some cities also require property developers to construct and maintain bus turnouts or shelters in conjunction with private development.

Development and roadway improvement plans received by jurisdictions will be evaluated for potential impacts on current or future transit operations using the following criteria. Plans which meet one or more of the following criteria should be sent to Omnitrans for review:

- Identified transit streets in General or Specific Plans
- Existing streets with transit routes
- Major streets
- Projects that affect streets serving high density residential, commercial, industrial areas or educational or medical institutions

- Streets that would logically connect existing or planned transit routes or connecting areas which have or are planned to have transit service
- Any other project that in the jurisdiction's opinion should be assessed for current or future transit needs.

The following is a checklist that can be used to review development plans (see also Development Review Flow Chart), to ensure that the design is conducive to transit access:

- Any adjacent bus stops in a development must include an ADA-compliant sidewalk boarding area, a concrete bus pad in the pavement is recommended, and preferably amenities such as bench, trash can, or shelter will added after such improvements.
- Pedestrian routes to bus stops should be designed to meet the needs of all users (including those with disabilities, elderly, and children).
- The pedestrian system should provide convenient connections between destinations including residential areas, schools, shopping centers, public services and institutions, recreation, and transit.
- Provide a dedicated sidewalk and/or bike paths through new development that are safe and direct to the nearest bus stop or transit center.
- Minimize the distance between buildings and the bus stop through proximity and orientation. This can be encouraged by including transit accessibility concerns in zoning policies, setback guidelines, building orientation guidelines, and parking requirements to encourage transit-oriented development.
- Buildings should be located with entrances from sidewalks, wherever possible.
- Minimize the use of elements that restrict pedestrian movement such as meandering sidewalks, walled communities, and expansive parking lots.
- Pathways should provide pedestrians a straight, direct path wherever possible.
- Eliminate barriers to pedestrian activity. This includes sound walls, landscaping, berms, or fences which impede pedestrian access or visibility. If there is restricted access, gates should be installed at access points.
- Pave pedestrian pathways and ensure they are accessible to everyone. Provide accessible circulation routes that include curb cuts, ramps, visual guides, signage (visual and Braille) and railings where needed. Place ADA compliant curb ramps at each corner of intersections.
- Adequate drainage should be provided to avoid pooling and muddy conditions.
- Provide street lighting along bus stop access routes and safety lighting at intersections to promote safety and security for transit patrons. Ideally bus stops should be illuminated by nearby street lighting, if not; consider installation of solar lighting at the bus stop.

For more information and ways to incorporate transit into development, please see Omnitrans' Transit-Oriented Development document⁵.