

## DEFINITION OF CORRIDOR – I-215

The primary purpose for I-215 is to provide for the safe and efficient, interstate and interregional movement of people and goods. I-215 is a major north-south corridor linking San Bernardino/Riverside County with San Diego County. The route also provides for interregional mobility between the cities of Temecula, Sun City, Perris, Moreno Valley, Riverside, Grand Terrace, Colton and San Bernardino. I-215 also provides access to the California state University – San Bernardino, University of California – Riverside, Loma Linda Medical Center, March Air Force Base, Glen Helen Regional Park, the Riverside National Cemetery and major employment centers in the urban portions of both counties. I-215 is not officially designated as a scenic highway. However, the segment from SR-74 in Romoland to SR-74 near Perris is eligible to be designated as a scenic highway.

### Corridor Definition for the CSMP

Due to development and growth pressures along the entire route, CSMP will study the entire I-215 route. The length of I-215 is some 54 miles from the Murrieta/Temecula area to an area north of the cities of Rancho Cucamonga, Fontana, Rialto, and San Bernardino in Devore of San Bernardino County. Also, within the corridor are major parallel routes, intercity rail, bus services, transit services, non-motorized transportation.



**Parallel Freeways and Expressways**

There is one alternative parallel Freeway to I-215, the I-15 Freeway. During peak hours, the I-15 parallel route can also be congested. Major widening improvements are not imminent at this time although public/private partnerships to add High Occupancy Toll Lanes and a planned widening in the RCTC measure A Extension will likely provide improvements to this route at some point.

Parallel Freeway Route			
Route	Route Limits	South - North Destination	
15	Parallels the length of I-215 from Murrieta/Temecula terminus to the I-15 terminus in an unincorporated portion of San Bernardino County in the Devore Area.	Temecula/ Murrieta Riverside County	Devore San Bernardino County

**Parallel Arterials**

For study purpose, we would preliminarily include the following parallel primary Arterials. Arterial Roadways could be added or deleted where warranted as the study progresses:

Major Parallel Arterials in Riverside County and San Bernardino County	
Arterial	Location
Los Alamos Road Briggs Road	On the east side of I-215 In Murrieta from near the southern terminus of the I-215 route north to Briggs Road which presently ends in Sun City.
Murrieta Road Menifee Road	On the west side of I-215 from Bundy Canyon/Scott Road in Menifee north to case Road near the City of Perris.
A Street Harvill Avenue	On the west side of I-215 beginning south of 4th Street in the City of Perris north to Harvill Avenue through the Mead Valley Area to Oleander Avenue.
Arnold Avenue Frontage Road Sycamore Canyon Boulevard	On the west side of I-215 beginning at Van Buren Boulevard, north of the Riverside National Cemetery north through a portion of the City of Riverside to the Box Springs Canyon Road area.
Old 215 Frontage Road	On the east side of I-215 starting in the City of Moreno Valley at Cactus Avenue to Eucalyptus Avenue.
Perris Boulevard Reche Canyon Road	On the east side of I-215 from 4 <sup>th</sup> Street in the City of Perris north through the city of Moreno Valley and then as Reche Canyon Road to Washington Street in the City of Colton.

Hunts Lane E Street	On the east side of I-215 from Washington Street in Colton north through much of the City of San Bernardino to the south of SR-30/I-210.
Mount Vernon Avenue Cajon Boulevard	On the west side of I-215 starting in the Highgrove area of Riverside County moving through grad terrace and Colton and through the City of San Bernardino and ending near the northern terminus of the I-15/I-215 in Devore.
Stoddard Avenue Kendall Drive	On the east side of I-215 to the SR-30/I-210 to north and east to Palm Avenue.

### **Intersecting Freeways and Expressways**

There are numerous existing alternative intersecting routes to the I-215 corridor. During peak hours, intersecting routes can also be congested at times. Measures to increase their though put capacity may provide viable alternatives to the I-215 Freeway.

### **East/West Freeways**

- State Route 60 intersects with the route in the City of San Bernardino area.
- State Route 91 intersects with the route in the City of Riverside area.
- Interstate 10 intersect with the route in the City of San Bernardino/Colton area.
- State Route 210 intersects with the route in the City of Riverside area.

### **Public Transit**

Within the corridor the Riverside Transit Agency, Omnitrans and the Southern California Regional Rail Authority (SCRRA), also known as Metrolink all provide public transit service.

In San Bernardino County, Omnitrans Route 2 parallels most of the I-215. In the 2006-2011 Omnitrans Short Range Transit Plan, Route 2 was shown to have one of the highest numbers of passengers on any route in the Omnitrans system with more than 4,700 weekday passengers.

Other routes in San Bernardino County also parallel portions of I-215 or connect to I-215. Route 215 (formerly Line 90) also provides a transit connection between downtown San Bernardino and downtown Riverside. In recent years this route had more than 850 daily weekday passengers.

Currently, Omnitrans is planning to provide bus rapid transit by the year 2011 along the E Street Corridor in the City of San Bernardino. This corridor parallels a substantial portion of I-215. Bus rapid transit service would span 16 miles with an investment of over \$164 million.

The E Street Corridor sbX bus rapid transit service will improve the link between the cities of San Bernardino and Loma Linda, connecting students, seniors, shoppers, commuters and transit-dependent residents with major business and government centers, retail malls, leisure opportunities, hospitals and universities. By 2025, the E Street Corridor is projected to have 63% more cars and trucks on the road. Bus rapid transit is expected to help address congestion and ensure greater mobility in this corridor.

In Riverside County, the Riverside Transit Agency's (RTA) Line 51 most closely parallels the portion of I-215 past U.C. Riverside. Line 16 parallels I-215 from Riverside to Moreno Valley. Line 61 parallels I-215 from Sun City to the southern terminus of I-215 in Murrieta. Line 16 had some 150,000 riders for the time period from July 2006 to March 2007. By comparison Line 51 and 61 both have low ridership numbers. Combined they had roughly 20,000 total passengers for the July 2006 to March 2007 time period.

Based on the May 2008 RTA Ride Guide no major changes to bus service along the I-215 Corridor are imminent in Riverside County.

### **Metrolink Commuter Rail**

There are two Metrolink commuter rail lines operating within the CSMP limits:

- The Riverside Line (to Los Angeles) has seven stops on its 59.1-mile length. There are 10 trains operated on the weekdays carrying 4,416 passengers.
- The Inland Empire – Orange County (IEOC) Line runs over 100.1 miles of track and connects San Bernardino to Oceanside via Riverside and the SR-91 corridor. The six daily trains serve 14 stations and an average of 3,737 passengers. An expansion is planned to add two additional trains by 2010.

Currently, a major expansion of the Metrolink service is planned in Riverside County. Beginning at the SR-60/SR-91/I-215 Interchange in the City of Riverside along the I-215 Corridor, then moving along the U.C. Riverside campus, then past the City of Moreno Valley and into the City of Perris. This is a distance of some 22.7 miles. Completion of this expansion is currently anticipated by the year 2011 at a cost of some \$168 million. This rail extension would be served by as many as seven stations.

### **Airports**

Ontario International Airport (ONT) is the primary major airport near the CSMP study area. At present, ONT handles approximately seven Million Annual Passengers (MAP) with a projected 30 MAP for 2030.

The San Bernardino International Airport is within the study area. At present limited operations take place San Bernardino's Mayor Pat Morris announced that the airport will be taking passenger flights in the summer of 2008 and will feature inexpensive flights. The airport is used as a base the U. S Forest Service for forest fire fighting operations.

Several hangars that were formerly empty have recently been occupied by civilian-owned aircraft maintenance companies. The runway is 10,000 feet long, easily accommodating air cargo aircraft. However, UPS and Federal Express choose to use Ontario International Airport to the west.

### **Non Motorized Facilities**

The Santa Ana River Trail, an exclusive non-motorized facility, parallels a portion of I-215. The Santa Ana Watershed Project Authority (SAWPA) has been working with the Crest-To-Coast Partnership in efforts to complete the entire 110 mile Santa Ana River Crest-to-Coast Trail and add parkway elements to the river.

Riverside County began construction of trail segments in 1986 and has completed approximately 16 miles of parallel hiking/equestrian and bicycle trails, extending from Hidden Valley Wildlife Center to the Riverside/San Bernardino County Line. In Riverside County the remaining twenty miles of trail extend from the Orange County Line to Hidden Valley Wildlife Center.

San Bernardino County completed their first Santa Ana River Trail segment, extending from La Cadena Drive to Waterman Avenue in March 2005. In San Bernardino County the segment extending from the Riverside County Line to La Cadena Drive is in final planning stages and the segment from Waterman Avenue to Alabama Street is awaiting the completion of environmental studies.