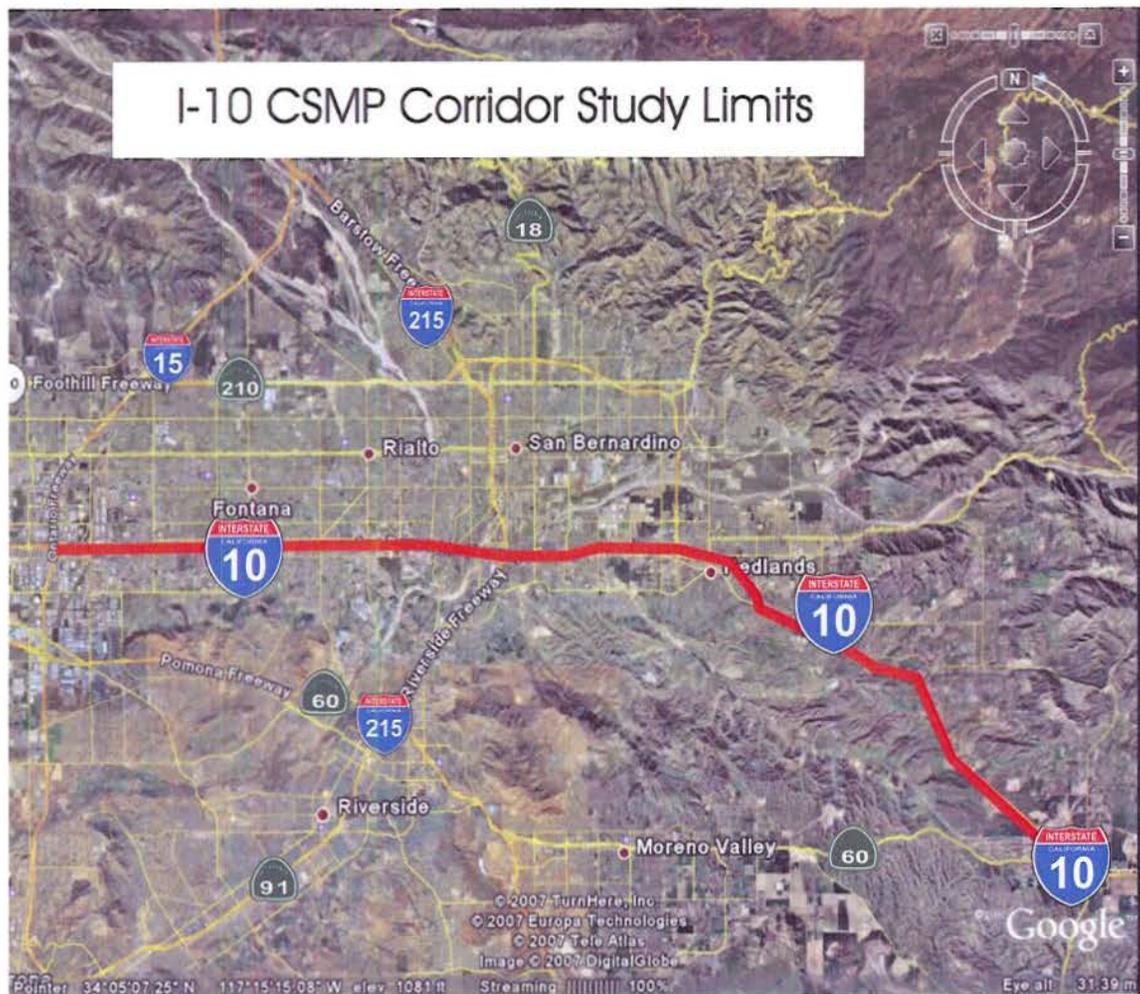


DEFINITION OF CORRIDOR – I-10

The primary purpose for I-10 is to provide for the safe and efficient, interstate and interregional movement of people and goods. The route also serves as a major east/west urban corridor and commuter route between Los Angeles and the Counties of San Bernardino and Riverside. Rural areas in eastern Riverside County are connected to the urban centers to the west via I-10. Within District 8, the centers of population, commerce, industry, agriculture, mineral wealth, and recreation are spatially and economically connected to ports, airports, rail yards, numerous highways and other states by I-10.

Corridor Definition For CSMP

The D8 CSMP will study I-10 between I-15 in San Bernardino County to SR-60 in Riverside County. Also included in the corridor are major parallel routes and intercity rail and bus services, transit services, non-motorized transportation.



Parallel Freeways and Expressways

There are two existing alternative parallel routes/freeways to this segment of I-10. During peak hours the SR-60 Freeway parallel route can also be congested. Major widening is underway for portions of SR-60 that parallel I-10 through the Glen Avon Area and the UCR area. SR-210 also parallels I-10. SR-210 is a very new Freeway, the last segment of which opened July 24, 2007. Currently major widening of SR-210 is being contemplated from I-215 to I-10.

Parallel Routes			
Route	Route Limits	West East Destination	
60	From I-15 in the Mira Loma Area to I-10 in the City of Beaumont Area.	Mira Loma In Riverside County	Banning Beaumont Riverside County
210	From I-15 in Rancho Cucamonga/Fontana to I-10 in Redlands is a Freeway	Rancho Cucamonga in San Bernardino County	Redlands in San Bernardino County

For study purpose, we would include the following parallel primary arterials:

Major Parallel Arterials in Riverside County	
Arterial	Location
Valley Boulevard	From Valley Boulevard from the Valley Boulevard/Etiwanda Avenue Intersection between Ontario and San Bernardino County to the Valley Boulevard/Mount Vernon Avenue Intersection in Colton
Airport Drive Slover Avenue	Airport Drive from the Milliken Avenue Intersection in Ontario to the Slover Avenue/ Pepper Avenue Intersection between Colton and San Bernardino County.
4 th Street/San Bernardino Avenue	4 th Street from the 4 th Street/ I-15 Interchange in Rancho Cucamonga to the San Bernardino Avenue/Riverside Drive Intersection in Rialto.
Redlands Boulevard	From the Redlands Boulevard/Hunts Lane Intersection between Colton and San Bernardino to the Redlands Boulevard/ Ford Street Interchange with I-10 in Redlands.
Barton Road San Timoteo Canyon Road	Barton Road from the Barton Road/I-215 Interchange in Grand Terrace to the San Timoteo Canyon Road/Oak Valley Parkway Interchange with I-10 in Beaumont

Major Intersection Routes

There are two existing alternative parallel Freeway routes to the I-10 corridor. During peak hours, parallel routes can also be congested at times. However, measures to increase their through put capacity may provide viable alternatives to the freeway.

North/South Freeways

- Interstate 15 (I-15) at I-10 in the Ontario, Rancho Cucamonga, Fontana area.
- Interstate 215 (I-215) at I-10 in the San Bernardino, Colton area.
- State Route 210 (SR-210) at I-10 in the Redlands, Loma Linda area.

Public Transit

Within the corridor, Omnitrans, the Riverside Transit Agency (RTA) and the Southern California Regional Rail Authority (SCRRA), also known as Metrolink, provide public transit. Many Omnitrans routes connect with or parallel portions of the I-10 CSMP corridor.

Omnitrans covers a service area of some 480 square miles and operates some 34 fixed routes, two peak hour routes and one longer distance express route. Ridership for the larger system has held at around 15 million passengers since the year 2000.

The combination of Omnitrans Line 61, Line 19 and Line 9 cover the entire corridor in San Bernardino County. These lines most closely parallel the I-10 CSMP Corridor. Line 61 runs along San Bernardino Avenue through Fontana, which is on the north side of I-10. Line 19 also runs along San Bernardino Avenue in Rialto but then uses Mount Vernon, Washington Street in Colton and Loma Linda.

Omnitrans Line 9 in Redlands utilizes Barton Road, Brookside Avenue, Citrus Avenue and Yucaipa Boulevard to provide a connection with Crafton Hills College in Yucaipa. Within the Omnitrans system Lines 61, 19 in particular had among the higher number of passenger boarding, based on numbers contained in the 2004-2009 Short Range Transit Plan. No major changes are planned to these routes in the most recent Short Range Transit Plan.

RTA covers a service area of some 2,500 square miles, which is the second largest in the United States. RTA's Line 36 runs from Sun Lakes Village in Beaumont to the Redlands Mall at Orange Street that includes the eastern portion of the I-10 CSMP Corridor. No imminent changes are planned to Line 36 as per the May 2008 RTA Ride Guide.

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 12 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 16 daily trains serve 14 stations and an average of 3,737 passengers. An expansion is planned to add two additional trains by 2010.

Airports

Ontario International Airport (ONT) is the primary major airport near the CSMP study area. At present, Ontario 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. Passenger flights are planned to begin in the summer of 2008. The main advantage the airport would have initially appears to be lower cost 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 SR-91. 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.