



CORRIDOR SYSTEM MANAGEMENT PLAN RIVERSIDE AND SAN BERNARDINO COUNTY I-15 DEFINITION OF CORRIDOR

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District 8 Planning
Office of System Planning

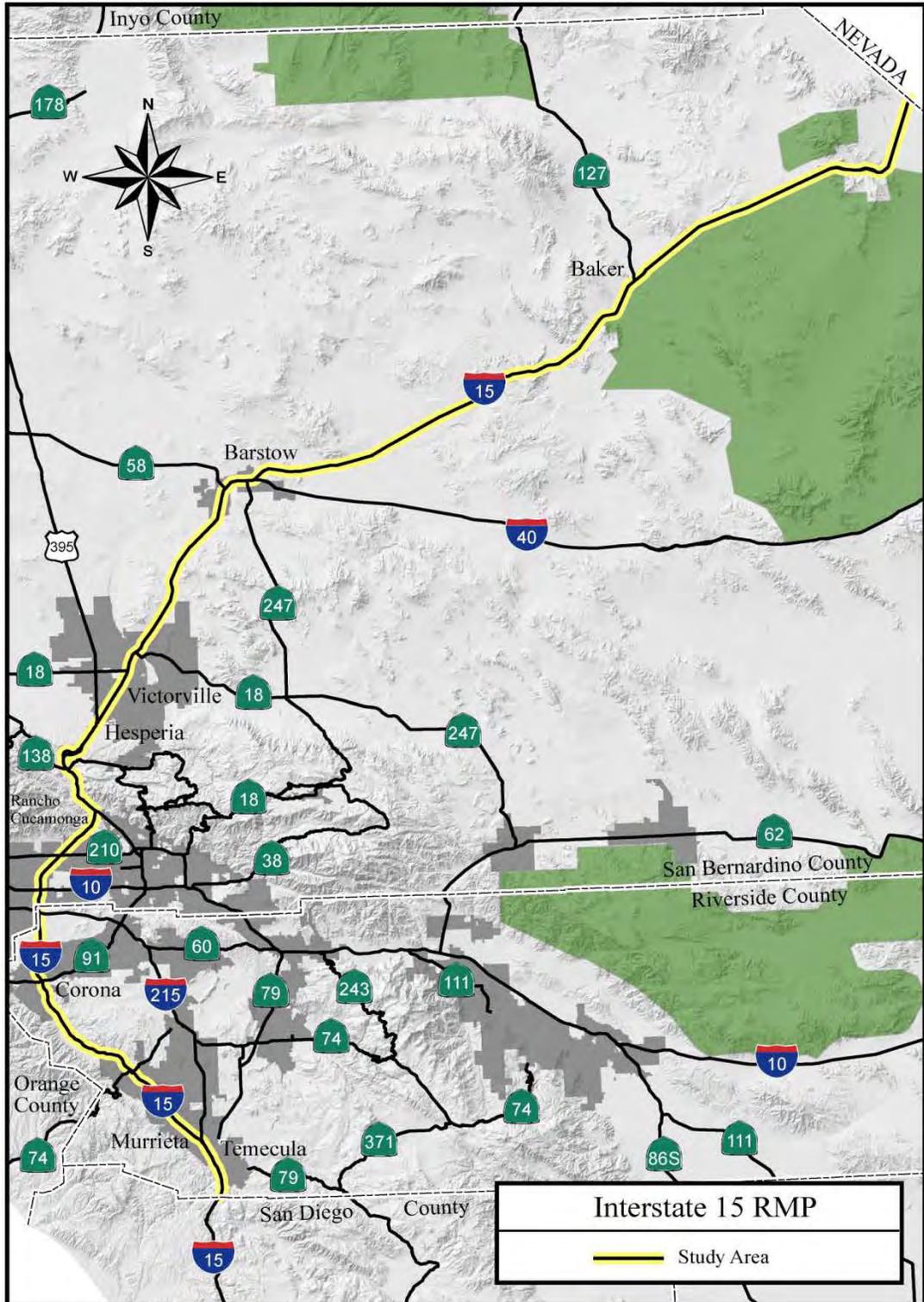
DEFINITION OF CORRIDOR – INTERSTATE-15 (I-15)

The corridor is a primary link for the Inland Empire and the High Desert to major economics centers and geographic regions of the Greater Los Angeles area and San Diego. It is a significant goods movement corridor between the Ports of Los Angeles and Long Beach and the border crossings with Mexico; it also serves as a conduit for recreation travel to Las Vegas, San Diego and other destinations.

In 2009, Average Daily Traffic ranged from nearly 214,000 vehicles near the Riverside/San Bernardino County Line to 36,000 near the California/Nevada State Line. Traffic is forecasted to increase about 40 percent to 299,200 and about 92 percent to 69,000 vehicles per day by 2035, respectively. The growing population and relatively affordable housing market in Riverside and San Bernardino Counties, along with increasing employment opportunities in the Greater Los Angeles, Orange, and San Diego County areas, and increasing goods movement and recreation traffic have increased demand on the corridor in the last decade and are expected to continue into the future. I-15 is part of the National Highway System (NHS), the Strategic Highway Corridor Net work of National Defense (STRAHNET), and the Freeway and Expressway System (F&E).

CSMP Corridor Definition

The study corridor has a total length of 239 miles beginning at the Riverside/San Diego County Line and terminating at the California/Nevada State Line. The corridor passes through cities of Temecula, Murrieta, Wildomar, Lake Elsinore, Corona, Norco, Jurupa Valley, and Eastvale in the County of Riverside. Within the County of San Bernardino, the corridor traverses the cities of Ontario, Fontana, Rancho Cucamonga and passes through the high desert cities of Hesperia, Victorville, Apple Valley, and Barstow. The I-15 freeway varies from a six to eight-lane freeway facility in the urbanized areas and from four to six-lanes in rural areas. The corridor has ten major freeway-to-freeway interchanges.



Parallel Freeways and Expressways

Between city of Temecula in Riverside County and the community of Devore in San Bernardino County, I-215 is the only major parallel freeway. In the city of Corona, SR-91 serves as a bypass for a short distance in the northwest section of the Riverside County.

Listed in the table below are other existing alternative parallel freeways/expressways to the I-15 corridor. During peak hours, the parallel routes are also congested/and or discontinuous and do not provide viable alternatives to the freeway.

Parallel Routes		
<i>Route</i>	<i>County</i>	<i>Location</i>
I-5	Or	West of and parallel of I-15
I-215	Riv/SBd	East of and parallel to I-15 from city of Temecula and the community of Devore in Riverside and San Bernardino Counties respectively.
SR-71	SBd	West of and parallel to I-15 in the Prado Dam Basin area
SR-83	SBd	West of and parallel to I-15 southwest of San Bernardino County in the Ontario/Chino Valley area
I-40	SBd	East Barstow
US-395	SBd	West of and parallel to I-15 in High Desert
SR-247	SBd	East of and parallel to I-15 in High Desert
I-40	SBd	East Barstow

Major Parallel Local Arterials

In the event of a lane closure or high demand, parallel and intersecting local arterials that can accommodate trips or relieve congestion on I-15 are very limited. In the event of an I-15 closure, the southwest Riverside County arterial system does not provide adequate capacity to accommodate the additional traffic demand. There are no continuous local roads through Cajon Pass that can be used as an alternate. The urban area of Victor Valley does provide a series of

parallel local streets but Barstow has limited alternate streets for the highly travelled I-15. Through the rural, undeveloped areas north of Barstow, alternate roads are very minimal limited.

Major Intersecting Routes

Listed in the table below are major intersecting freeways and conventional highways that connect to I-15.

I-15 Interstate and State Route Junctions

Route	Location
SR-79	City of Temecula
I-215	City of Murrieta
SR-74	City of Lake Elsinore
SR-91	City of Corona
SR-60	City of Ontario
I-10	City of Ontario
SR-210	City of Rancho Cucamonga
I-215	Devore
SR-138	Cajon Pass
US-395	City of Hesperia
SR-18	City of Victorville
SR-58	City of Barstow
SR-247	City of Barstow
I-40	City of Barstow
SR-127	Baker

Public Transit

The Amtrak Southwest Chief traveling between Los Angeles and Chicago uses the BNSF tracks which parallel I-15 from I-215 North junction at the foot of the Cajon Pass to the City of Barstow. Amtrak provides daily train service to and from the cities of San Bernardino and Riverside to Orange County and the city of Los Angeles.

Various local transit routes parallel different segments of I-15. Commuter bus service in Western Riverside County is provided by the Riverside Transit Agency (RTA). Omnitrans, a joint powers authority, provides public transportation in the urbanized portion of the San Bernardino County including transit service that parallels Interstate 15. The Victor Valley Transit Authority provides local bus service in the urban areas of the High Desert. Central Barstow which is traversed by Interstate 15 is serviced by the city busses. For longer commutes, Greyhound Line, Inc. provides scheduled bus service to and from Las Vegas, Nevada with stops in Barstow and Victorville with connections through the cities

of San Bernardino, Riverside and Temecula. Amtrak also provides connecting bus service with stops in the community of Baker, and the cities of Barstow, Victorville and Ontario.

Metrolink Commuter Rail: Currently, Metrolink does not provide service along I-15. The 2008 SCAG RTP includes expanded service east of I-15, adjacent to the I-215 freeway with stops in the cities of Temecula, Murrieta, Perris, Moreno Valley, Norco and Corona. The new service will provide access to the neighboring counties which include Los Angeles, Orange, and San Diego. Metrolink will be launching the new service by end of 2011.

Future High-Speed Passenger Rail Service: There are several planned and proposed high speed passenger rail services. They include:

- **DesertXpress:** The service is an interstate high-speed rail project that will provide non-stop service for the approximate 190 miles between Victorville, California and Las Vegas, Nevada. Running parallel to I-15 reaching speeds up to 150 mph; travel time will be approximately 80 minutes between the two cities. A future link between Victorville and Palmdale will connect Las Vegas and the voter-approved California High-Speed Rail (CHSR) network with planned Southern California stations in San Diego, Orange, Los Angeles, and San Bernardino Counties.¹
- **California-Nevada Interstate Maglev Train:** The trains will use magnetic levitation technology providing passenger rail service for the 268 miles between Anaheim, California and Las Vegas, Nevada. Traveling at speeds up to 310 mph and with proposed stops to include the cities of Ontario, Victorville, and Barstow. Travel time is expected to be 87 minutes between Anaheim and Las Vegas.
- **California High-Speed Rail (CHSR):** This service is voter-approved, connecting Southern California with Northern California via high-speed passenger rail. The service would run from San Diego County traversing Orange County, Los Angeles metropolitan areas into the Central Valley with destination in the San Francisco Bay area and Sacramento. A proposed south-eastern CHSR station would connect the City of Ontario and its International Airport, and the City of Palmdale and be positioned for a future connection with the DesertXpress service.

¹ www.desertxpress.com

Airports

Ontario International (ONT) is a medium-hub full service airport and a member of the Los Angeles World Airports system. It is the only commercial-passenger airport served by I-15 in San Bernardino and Riverside Counties. It is located near the southwest quadrant of the I-10/I-15 junction, approximately three miles from I-15. In 2010, the airport had a total of 93,717 operations serving a total of 4.8 million passengers with a projected 30 million annual passengers (MAP) to be served by 2030.

The Southern California Logistics Airport (SCLA), formerly George Air Force Base, is being developed with the main purpose of facilitating goods movement. The airport is located in north Victorville and does not offer commercial passenger airline service at this time. The SCAG RTP shows that SCLA is expected to serve about 2 million MAP by 2035.

There are several private and municipal airports in the vicinity of I-15 whose main focus is general aviation. Among the Riverside County airports are the French Valley Airport (unincorporated Riverside County), Skylark Airport (Lake Elsinore), and the Corona Municipal Airport. San Bernardino County has the Chino, Hesperia, Apple Valley, Barstow-Daggett Airports and a private airstrip in the unincorporated county area north of Victorville and west of Apple Valley.

Non-motorized Facilities

Of the 239 miles of the I-15 corridor, about 47 percent or 113 miles are accessible for bicycles.

I-15 Bicycles Permitted

County	Post Miles	Description
SBd	R20.0-R28.6	Cleghorn Road to Oakhill Road
SBd	76.9-79.6	SR-58 to Fort Irwin Road
SBd	R81.8-R135.8	Ghost Town Road to South Baker Blvd.
SBd	R138.5-186.2	North Baker Blvd. to CA/NV State Line

In areas where bicycles are prohibited, bicylists can travel parallel to the I-15 corridor via local arterials.