

## DEFINITION OF CORRIDOR – SR-91

The primary purpose of SR-91 is to provide for the safe and efficient interregional movement of goods and people. SR-91 is a major east-west urban corridor and inter-regional commuter travel route and is a Non-Interstate Federal-Aid Primary System route. The route is in the Federal Functional Classification of Urban Principal Arterial.

In Riverside County, the portion of SR-91 from the Riverside/Orange County Line, PM R 0.00 to Interstate 15, PM 7.5, is listed as 'Eligible but not designated a scenic highway' under the California Scenic Highway System.

### Corridor Definition For CSMP

The D8 CSMP will study the whole area between SR-91 from the Riverside/Orange County Line PM R0.00 to I-215/SR-60 Interchange, PM 21.65 in City of Riverside. 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 SR-91. During peak hours, the parallel routes are also congested/and or discontinuous and do not provide viable alternatives to the freeway.

<b>Parallel Routes</b>			
Route	Route Limits	West East Destination	
74	From I-5 in San Juan Capistrano to I-15 in Lake Elsinore. SR-74 is a two-lane conventional highway facility	South Orange County	Riverside County
60	From SR-57 in Diamond Bar to SR-91/I-215. SR-60 is a freeway	East Los Angeles Co.	Riverside County

There are numerous existing alternative parallel routes to the SR-91 corridor. During peak hours, the parallel routes are also congested and/or discontinuous and may not provide viable alternatives to the freeway. However, for this study purpose, we are going to look into the following parallel arterials as potential alternative routes:

<b>Major Parallel Arterials in Riverside County</b>	
Arterial	Location
6 <sup>th</sup> Street	From SR-91 to Magnolia Avenue east of I-15 in Corona
Magnolia Avenue	From Corona to 14 <sup>th</sup> Street in Riverside
Indiana Avenue	From McKinley Street in the Community of Home Gardens to Arlington Avenue in Riverside

### **Major Intersecting Routes**

There are three existing major intersecting Freeway routes that connect to SR-91. During peak hours these connecting routes also can be congested at times. However, measures to increase there through put capacity may provide viable alternatives to SR-91.

### **North/South Freeways**

- Interstate 15 intersects with the route in the Corona/Norco area.
- Interstate 60 intersects with the route at its easterly terminus.
- Interstate 215 intersect with the route at its easterly terminus.

### **Public Transit**

Within the corridor, the Riverside Transit Agency (RTA), and the Southern California Regional Rail Authority (SCRRA), also known as Metrolink, the Orange County Transportation Authority (OCTA) with the Riverside County Transportation Commission (RCTC) and collectively provide transit service.

RTA covers the second largest service area in the United States with 2,500 square miles. One of the primary bus routes of the RTA system is within the SR-91 Corridor. This route is numbered as Line 1 and runs from Corona to downtown Riverside along 6<sup>th</sup> Street and Magnolia Avenue and most closely parallels the SR-91 CSMP Corridor. As of January 2008, Line 1 had a monthly ridership of slightly over 116,000 with 12 peak period busses. Of RTA's 23 directly operated routes, Line 1 is by far the most heavily utilized, the next closest being downtown to March Air Force Base at just over 52,000 riders.

OCTA in conjunction with RCTC plans a major expansion of express bus service that began in the fall of 2006 within the SR-91 corridor between Riverside and Orange Counties. At a cost of some \$9,500,00 million a total of three other new routes will be added. Pending budget authority these additional express bus routes will be added along the SR-91 Corridor by the year 2011. It is expected that operating these routes would cost some \$950,000 per year. Currently, Metrolink commuters have no direct transit connections to many Orange County employment centers and new express bus service will provide connections to growing employment centers in Anaheim, Costa Mesa, and Irvine.

### **Metrolink Commuter Rail**

There are three 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 91 Line from Riverside to Los Angeles via Fullerton over 61.6 miles of track carrying 1,988 passengers to eight stations. There are nine trains in daily service. An expansion is planned to add four additional trains by 2010. By the year 2020 an additional five trains per day are planned on the SR-91 line.
- 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. By the year 2020 an additional four daily trains are planned. The long-range plan relies on the construction of a third track at a cost of some \$335 million.

### **Airports**

Ontario International Airport (ONT) is the primary major airport near the CSMP study area. At present, ONT handles approximately 7 Million Annual Passengers (MAP) with a projected 30 MAP for 2030.

March Air Reserve Base (MARB), east of the CSMP area, encompasses approximately 6,500 acres. Currently, MARB is a joint military and commercial use facility. Commercial passenger service is not available. However, under the Southern California

Association of Governments' 2030 Preferred Aviation Plan, MARB is proposed to offer commercial passenger service making it the second major airport within the study area.

### **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.