

**ATTACHMENT A**  
**Transforming the Pass**  
**IH-10 Corridor Strategic Plan – 2022 to 2052**

**Vision:**

To expand and diversify the transportation system via coordinated efforts through the San Geronio Pass to achieve following goals:

- Improve overall mobility;
- Accessibility & Equity to improve access to non-single occupancy vehicle modes, etc.;
- Safety;
- State of Good Repair;
- Sustainability;
- Support regional economic growth; and
- Enhance quality of life.

**Purpose:**

To develop a comprehensive multi-modal perspective strategic plan that identifies deficiencies and prioritizes short-term, medium-term, and long-term key projects to address transportation needs. The strategic plan will include an implementation component that contains a project schedule to indicate the preferred timing of projects, cost estimates, and sources of funding.

Said strategic plan is to be a formal document to be adopted by each of the stakeholder agencies and to be utilized as the basis for input on transportation-related matters to outside agencies such as the Western Riverside Council of Governments (WRCOG), Riverside County Transportation Commission (RCTC), Southern California Council of Governments (SCAG), California Department of Transportation (Caltrans), Metrolink, US Highway Department, etc.

**Scope:**

**Geography**

The strategic plan should consider transportation needs along the IH-10 corridor extending from the San Bernardino County line east to Cabazon. Stakeholder agencies to be included in the planning process and, ultimately, by the plan's implementation efforts are:

- Riverside County,
- City of Banning,
- City of Beaumont,
- City of Calimesa, and
- Morongo Band of Mission Indians.

**Transportation Elements**

The strategic plan should consider all modes of transportation – roadways, bikeways, pedestrian ways, commuter rail, commercial rail, transit, and air. This should also consider emerging technologies like autonomous vehicles and mobility on demand.

**Analysis**

In order to be an effective plan, it will be critical to start with a comprehensive existing conditions analysis and conclude with a needs analysis based on metrics that are fully agreed to by all stakeholders. Major components of the analysis should incorporate the following:

**EXISTING CONDITIONS**

- Existing Demographic Characteristics
- Existing Roadway Conditions:
  - Current Traffic Patterns,

- Condition of Existing Infrastructure:
  - Excellent,
  - Good,
  - Fair,
  - Poor,
  - Failed,
- Current Traffic Load:
  - Maximum Daily Traffic Counts,
  - Peak Traffic Demand Cycles,
- Current Levels of Development:
  - Fully Developed Areas,
  - Entitled Areas (Include Timing of Build Out),
- Current Capacity of Existing Infrastructure:
  - Level of Consumption – Maximum Daily Demand, and
  - Level of Consumption – Peak Demand Periods.
- Vehicle Miles Traveled (VMT)
- Existing Rail Conditions:
  - Current Rail Capacity (Commercial Only Since No Commuter Rail Services Exist),
  - Current Level of Rail Usage:
    - Amount of Existing Capacity Utilized,
    - Remaining Capacity Available,
    - Contracts for Rail Service within the Study Area,
  - Current Rail Rights-of-Way, Easements or other Entitlements, and
  - Condition of Existing Infrastructure:
    - Excellent,
    - Good,
    - Fair,
    - Poor,
    - Failed.
- Existing Bicycle System(s):
  - Identification of Existing Bicycle Trails/Routes,
  - Identification of Each Bicycle Trail/Route Segment by Type:
    - Class 1,
    - Class 2,
    - Class 3,
  - Condition of Each Bicycle Trail/Route Segment, and
  - Characteristics of Each Major Node/Area Served.
- Existing Pedestrian System(s):
  - Identification of Existing Pedestrian Systems,
  - Identification of Each Pedestrian System Segment:
    - Sidewalk:
      - Material,
      - Width,
      - Condition,
    - Trail:
      - Type,
      - Material,
      - Condition, and
    - Characteristics of Each Major Node/Area Served.
- Existing Transit System (COAs and SRTPs Should Provide the Bulk of this Data):
  - Existing Services Provided:
    - City of Banning,

- City of Beaumont,
    - Riverside Transit Agency,
    - Sunlines,
    - Omni-Trans,
  - Existing Service Capacity,
  - Existing Level of Service Utilization, and
  - Characteristics of Each Major Node/Area Served.
- Air:
  - Existing Services Provided – City of Banning,
  - Existing Service Capacity, and
  - Existing Level of Service Utilization.
- Physical Constraints:
  - Topography,
  - Floodplains,
  - Environmentally Sensitive Areas,
  - Archeologically Sensitive Areas,
  - Seismic Hazard Zone,
  - Other?

#### FUTURE CONDITIONS

- Future Demographic Projections,
- Existing Areas of Buildout,
- Entitled Areas for Development:
  - Outline Each Project:
    - Type(s) of Land Uses,
    - Intensities/Densities of Land Uses,
    - Buildout Projections for Each Project,
- Documentation and Mapping of All General Plans:
  - Future Land Use Elements,
  - Transportation Elements,
  - Bicycle/Pedestrian Elements,
- Documentation and Mapping of All Zoning Maps for Each Agency within the Planning Area,
- Population and Housing Forecasts for Each Agency within the Planning Area, SCAG should have all this readily available
- Commercial and Industrial Development Forecasts for Each Agency within the Planning Area, and
- External Factors Influencing Development within Each Agency:
  - Legislative Mandates,
  - Other Agency Programs/Projects/Initiatives,
  - Emerging Technologies,
  - Other(s)?

#### PROJECT PRIORITIZATION

- Create Evaluation Framework and Scoring System
- Identify Areas of Greatest Existing Need (Short-Term) – Requires Immediate Attention:
  - Congestion/Capacity Consumption,
  - Physical Condition,
  - Other,
- Identify Areas to be Significantly Impacted in the Near Future (Medium-Term) – Requires Attention w/In 10 Years:
  - System Capacity Remaining,
  - Level of Buildout,

- Level of Development Activity,
  - Other,
- Identify Areas of Long-Term Need – Requires Attention After 10 Years:
  - Projects Identified for 11 to 20-Year Horizon, and
  - Projects Identified for 21 to 30-Year Horizon.

**PROJECT COST ESTIMATES AND SCHEDULE**

- Establish Project Cost Estimates
  - Identify the source of funding
- Create Project Schedule based on the preferred timing and need of the project

**IT WILL BE IMPERATIVE THAT THIS STRATEGIC PLAN BE EVALUATED AND UPDATED ON A REGULAR, SCHEDULED BASIS. THOUGHT SHOULD BE GIVEN TO ESTABLISHING AN OVERSIGHT COMMITTEE COMPRISED OF A REPRESENTATIVE OF EACH STAKEHOLDER.**