

Devore I-15/I-215 Interchange Reconstruction

Alternative 3

Concerns:

- Widens Dement/Cable Canyon which is unnecessary and will allow:
- San Bernardino development to tie into our community via Frontage Road to access
- N/B I-15. (Martin Ranch & Smith)
- This will increase traffic into our quiet community.
- Compromise our speedy emergency exit from the community with shared traffic.
 - Adjustment of road is all that is needed.
- The cul-de-sac at the W. end of Santa Fe is unnecessary. No busses will ever go there.
- Widens Nedlee W. of Kimbark - unnecessary. Developer can do this when they build. Adjustment of road is all that is needed.
- Takes part of properties across Marion, Nevin, Nedlee, Greenwood.
- Widens Kenwood N. of the freeway – unnecessary – residents travel this road just fine.
- Takes part of properties along S. Side of Cajon.

Good:

- **Leaves Devore Road access.** Necessary for businesses, school buses, equestrian, bikes, walking, Devore Water line, **fast & easy emergency access and exit from community.**
- N/B on ramp to I-15 on W. side of Devore Road below gas station.
- Businesses still accessible on Devore Road, Kenwood & Cajon.
- Route 66 reopened. Will alleviate most traffic coming through Devore.
- Disturbs less property in Devore.
- Easy access in and out for east side of Devore especially in an emergency situation.
- No sharing exit on east side with San Bernardino traffic.

Suggestion:

- Eliminate Cul-de-sacs, and widening of Dement/Cable Canyon. Exit can be dropped a few feet to allow properties to remain undisturbed. Adjustment of road is all that is needed.
- Widen Devore Bridge to accommodate a protected bike / pedestrian / equestrian trail on one side of the bridge.
- Close gaps between transitions & truck lanes to minimize encroachment in to Devore.
- Move S/B I-215 on/off ramp closer to Devore to Glen Helen Pkway?
- Eliminate widening of Kenwood above the freeway. It is not needed.

Some, if not all, of these suggestions will save money.